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DIARY OF LOCAL EVENTS.

TO-DAY.

(April 9)

Meetings: Bible Union of China, 216c, Nathan Road, Kowloon, 3.30 p.m.

Exhibition of Paintings by Mr. M. Kitchigin at Athena Studio, Gloucester Building from 9 a.m. until 7 p.m.

Racing: Third Extra Meeting at Happy Valley.

Cricket: Champions (I.R.C.) v. The Rest. First Division Match at Sookunpoo and Second Division Match on C.S.C.C. ground, Happy Valley.

University Law & Commerce Society Dinner, Lane, Crawford's Restaurant, 8.30 p.m.

Indian Recreation Club Cricket Dinner at the Club's pavilion, 8.30 p.m.

Central Theatre: "Sin Takes A Holiday."

King's Theatre: "The Santa Fe Trail."

Queen's Theatre: "Behind Office Doors."

Star Theatre: "Gold Diggers of Broadway."

World Theatre: "Three Musketeers."

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Peninsula Hotel, Repulse Bay Hotel, Hong Kong Hotel and King's Restaurant.

European Mail:—Outward: Europe via Suez (Corfu) 10.30 a.m.

SUNDAY.

(April 10)

Second Sunday after Easter. Cricket: Kowloon Cricket Club v. Hong Kong Football Club, King's Park.

Exhibition of Paintings by Mr. Kitchigin at Athena Studio, Gloucester Building, from 9 a.m. till 7 p.m.

Queen's Theatre: "Get Rich Quick Wallingford."

King's Theatre: "Palmy Days."

Central Theatre: "East of Borneo."

Star Theatre: "Billy the Kid."

World Theatre: "Ku Chu Kuen Sing" (Chinese film).

Ten Dances at King's Restaurant and Repulse Bay Hotel.

GRETNNA DASH - PARENT'S CHASE BY PLANE

MARRIAGE PLANS OF GIRL AND M.P.'s SON FAIL.

DASH BY AIR, RAIL AND ROAD.

Gretna—a girl and a youth—an exciting chase by parents in an aeroplane.

Thus the old, romantic story was brought up to date during the week-end.

The central figures in the drama, or rather light comedy (for it has all ended happily) were:

The Girl

Miss Joan Eve, aged 16, a granddaughter of Mr. Justice Eve, of Marshfield, Dorset.

The Youth

Mr. Tom Hanbury, aged 17½, who has just left Eton.

His Father

Mr. Cecil Hanbury, Conservative M.P. for North Dorset.

The following acted as "supers": Mr. Remnison, proprietor of the Gretna Green smithy; Mr. S. Wheeler, pilot of the specially chartered aeroplane from Croydon, and detectives.

The curtain fell when the girl and the youth—happy though still single—and the youth's parents arrived in London together by train from Glasgow.

Mr. Cecil Hanbury was in the country when he heard that his son and Miss Joan Eve had gone to Gretna Green.

THE AIR CHASE.

Hurriedly returning to London Mr. Hanbury chartered an air-taxi which was waiting for him when he arrived at Croydon, accompanied by Mrs. Hanbury.

The parents sped towards Carlisle, but darkness necessitated a landing at Blackpool and the journey northward was continued by car.

The scene changes to the famous smithy at Gretna, where the young couple learned that they could not be married.

Mr. Remnison told a Press representative:

"They were a fine looking couple. The girl, who appeared to be between 20 and 23 years of age, was well spoken and smartly dressed in a fur coat and brown hat with a green feather."

Young Hanbury, who is about 5ft. tall, was dressed in an overcoat and plus-fours of mixed grey, with a soft felt hat to match.

"They arrived on the 7 o'clock train on Saturday morning and, after having breakfast in the village, called at the smithy about 9 o'clock."

"I asked them how long they had lived in Scotland, and when they replied that they had come direct from England I told them that I could not marry them," continued Mr. Remnison.

"DETERMINED TO MARRY"

"They said they were determined to marry and asked me what they should do."

"I explained that they must live in Scotland 21 days before I could marry them, and pointed out that there was plenty of accommodation in the village."

"They declared they could not stay in Gretna as they were being chased. They said they would go to Glasgow and after 21 days they would be married there."

"The couple seemed bitterly disappointed but very determined. They left the village arm in arm."

"Later the police called," added Mr. Remnison, "and said Mr. Hanbury was only 17½ years old and that the marriage must not take place."

"Mr. Hanbury signed the visitors' book T. Hanbury, and Miss Eve gave her home address as Dorset. Thinking that Mr. Hanbury senior would call here I stayed up all night waiting for him."

Again the scene changes. Mr. and Mrs. Hanbury, after being informed by telephone that the young folks' plans had been frustrated and that they had gone to Glasgow, themselves sped north by the 2.30 a.m. express.

HOTEL QUEST.

A thrilling act in the drama of the chase was played in the early hours when detectives combed out

(Continued on Page 3.)

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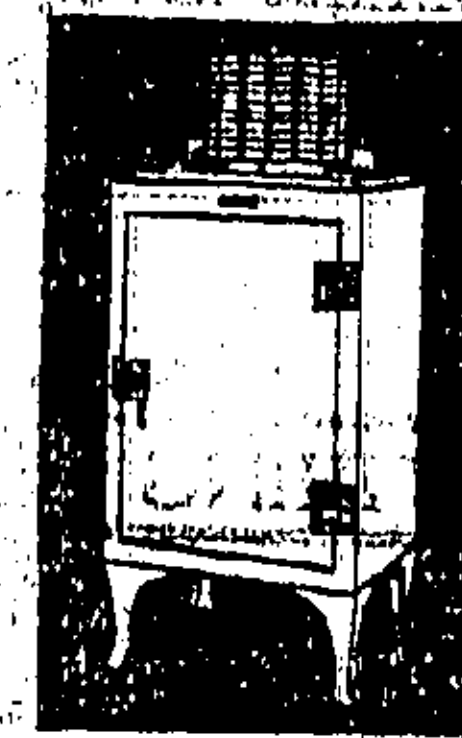
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Mixed Salad
Roast and Boiled Potatoes
French Beans
Apricot Jam Tart

Fruit. Tea or Coffee

TO-DAY'S

Snack Tiffins \$1.00

"KINGS"
Macaroni Cream Soup
Fricassee Chicken and Green Peas
Apricot Jam Tart
Coffee

"EXCHANGE"
Consomme of Julienne
Roast Beef Yorkshire Pudding
Ice Cream
Coffee

Fruit. Tea or Coffee

Exchange Restaurant

To-day's Tiffin \$1.50

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Combination Salad
Roast and Boiled Potatoes
Cabbage
Ice Cream

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"FATHER OF ALLOY STEELS."

FARADAY'S WORK.

The recent revelation of Faraday's considerable work and interest in the subject of steel doubtless came as a surprise to many metallurgists and others who were intimate with the industrial developments of other aspects of the great scientist's original investigations.

For a century the story lay hidden in a simple box containing some seventy-eight specimens of steel made by Faraday, labelled in his own handwriting and set aside, doubtless, till a more convenient season. We are indebted to Sir Robert A. Hadfield for his initiative in obtaining the consent of the managers of the Royal Institution to make a thorough examination of these and others of Faraday's steel specimens.

This work, carried out with characteristic thoroughness, was published in a paper before the Royal Society in September last, and has now been described in greater detail by the publication of "Faraday and his Metallurgical Researches" (Chapman and Hall, 21s. net).

The magnitude of the task is partly revealed by the very large number of analyses carried out and supplemented by physical and mechanical tests, and this with the use of no more material than a little over a pound, taken from the whole of the specimens. In the author's hands these small amounts of materials are made to reveal Faraday's insight into the realm of ferrous metallurgy and the pioneering work in steel which amply justify the appellation of "The Father of Alloy Steels" to Faraday. The volume is assured of a permanent place in the literature of metallurgy and in the world of engineering, so dependent upon alloy steels.

WATER PUMPING PLANT.

THE DIESEL DRIVE.

In a paper recently read to the Diesel Engine Users' Association, Mr. C. W. Cassé gave ample evidence of the applicability of the Diesel engine to waterworks and other pumping plant. This is no new departure in oil engineering, as in one example, quoted, a Diesel engine had been in operation on this type of service for no fewer than twenty-nine years, and was still giving results comparable with those for engines of more modern date.

Agreeably to the general practice of reliability in water-pumping plant, many heavy-oil engines had found their way into pumping stations, being adapted to the several types of pumps at present in use for this purpose.

For reciprocating pumps some speed variation in the engine is desirable, and this, to the extent of 5 per cent. above to 20 per cent. below normal, is easily obtainable on Diesel engines by governor control. With this type of pump, mechanical efficiency goes with low speeds, and hence some type of speed reduction is necessary.

Centrifugal Pumps.

Centrifugal pumps are now, on account of low capital cost, replacing reciprocating pumps, and vast progress has been made during the past twenty years in this direction. Their speeds vary from 500 to 2,000 r.p.m., and unless high-speed engines are used there is the necessity for speed-increasing gear. With high-speed engine drive the engine may be directly coupled to the pump or through a gear of small ratio. The centrifugal pump has the advantage of even torque with less mechanical shock on the engine.

Where low-speed engines are used there is the need for speed-increasing gear, which may take the form of either belts or gears. The ratio may be as great as 15 to 1 reduction, or 1 to 19 increasing. Each case obviously requires special attention.

In the old-fashioned type of gear a train of uncut cast-iron spur gear-wheels was employed, and usually run dry, or with very little grease lubricant. The accompanying noise has now been entirely eliminated by the use of machine-cut gears running totally enclosed and oil lubricated.

Modern practice has discarded the oil bath, and employs forced spray. With gears of this type efficiencies of 90 to 99 per cent. are realised. Sometimes both belt and gear are used to obtain the necessary change, but this mixed system has a much lower mechanical efficiency.

In modern plant bevel gears are largely employed, thus getting over the difficulty of driving at right angles. Where belt drives are used the transmission efficiency can only range between 75 and 90 per cent., while an allowance of 2 per cent. for slip must be made in calculating pulley diameters.

While cotton ropes are not used to any great extent, a new type of rope with a rubber or leather composition is available with a slip amounting to only from 0.75 to 1.0 per cent., and an efficiency of 90 to 95 per cent.

PAINT INSULATION.

A number of comprehensive tests have been carried out recently with a view to ascertaining the insulating values of aluminium paints as applied to refrigerating cars in railway service. Two new cars of the divided basket-bunker type were treated, the one with the ordinary (Continued at foot of next column.)

AUSTRALIAN TIMBER FOR WHARF CONSTRUCTION.

TO BE USED AT FALMOUTH DOCKS.

The decision of the Falmouth Docks and Engineering Company to employ Australian timber in the construction of a new deep-water wharf will be received with interest by harbour engineers and dock authorities in England. Briefly, the scheme involves the building of a wharf 600 ft. long, and having a depth of water alongside of 20 ft. at low tide. Some years ago piles imported from Portland, Oregon, U.S.A., were employed on other works at Falmouth, but, owing to the ravages caused by the *Teredo Nautilis*, *Limnoria*, and other submarine boring pests, the piles had to be renewed every 8 or 10 years.

Careful Tests.

Prolonged and exhaustive tests were accordingly carried out on other timbers, notably turpentine hardwoods imported from Australia. The results obtained exceeded all expectations, and it having been computed that an Australian turpentine wood pile would have a life of about 40 years, the company decided to employ this timber when the construction of the new deep-water wharf was embarked upon.

An order for Queensland turpentine wood piles and other Empire timbers, valued at 30,000l., was therefore placed, and as a result the *s.s. Belpaire* left Brisbane bound for Falmouth, in December last, with a cargo of 850 turpentine wood piles, varying in length from 72 to 75 ft., and weighing as much as 8 tons each; the weight of the whole consignment was between 4,000 and 5,000 tons. She also carried 105,000 superficial feet of sawn brush box, which will be employed for decking the wharf throughout. About a third of the piles and the whole of the decking consisted of Queensland timber, the remainder of the piles coming from other parts of Australia. The *Belpaire* arrived at Falmouth last month and discharged her cargo at the docks.

"Empire Wharf."

As all the materials entering into the construction of the new wharf have been produced within the British Empire—the cross ties and beams, for instance, are from Vancouver, Canada—it will be known as the Empire Wharf. It will be equipped with electric cranes and will be utilised at times for discharging cargo, but more generally for the carrying out of repairs to liners and large oil-carrying vessels. It is to be hoped that the present shipment from Australia, although not the first of its kind, will be the forerunner of others, and that our dock and harbour authorities will look to an increasing extent to the Empire for their supplies of hardwoods.—*Engineering*.

paint as used generally throughout the system, and the other with aluminium paint.

It was shown beyond doubt that the metallic paint, by refracting outside heat, permitted the inside temperature to be kept at lower degrees with less frequent replacements of ice. The readings were taken on both cars with electrical resistance thermometers.

INCREASING APPLICATION OF RESISTANCE WELDING.

GREATER SPEED, AND EASE OF MANIPULATION.

BY AN ENGINEERING CORRESPONDENT.

It is now over fifty years since Elihu Thomson first demonstrated the possibilities of electric welding by means of the heat created at the junction of two metals which formed part of an electric circuit. The resistance of the poor junction converts electric energy into heat, with local softening of the metal, welding being completed by the application of pressure.

Since that time there has been a considerable development by means of the arc process, the local heat being generated in an arc between the metals to be welded and a carbon rod, which, in later years, was replaced by a steel rod of any required composition and in some cases covered by a flux-forming material.

While the arc process has a wide range of application, the original principle of Thomson has provided the basis of many advances in electric welding, and to-day the process is gaining ground by reason of its rapidity of operation and the fact that in several forms it can be effectively carried out automatically.

With the resistance method the electrical characteristics are low voltage and high currents. This type of current necessitates trans-

formers of special design, which constitute an integral part of the welding set. This current is then applied by convenient electrodes to the securely clamped pieces of metal to be welded.

In spot welding the bottom electrode is usually fixed, while the top is movable by means of a pedal attachment. The almost momentary application of their current effects the weld, and these can be made in succession at a rapid rate.

By the substitution of a type of roller for the pointed electrode, seam welding is similarly accomplished; while in butt welding the pieces of metal of approximately the same section are firmly clamped in close contact, the surfaces having first been cleaned from scale and cut square.

SPOT WELDING.

The processes of spot welding have within the past few years been brought to a fine and rapid art, and machines are available to-day which accomplish as many as 2,400 spots per hour in the lighter gauges of metal, while machines for heavier types of work have been produced which give an equivalent rate of production. Spot welding offers advantages over riveting in the simplicity and speed of the operation, and also in the fact that there is no occasion for previous marking out and punching or drilling rivet holes. Further, there is no doubt about the strength of the job, which is also free from the possibility of loosening due to vibration.

A surprisingly small consumption of power is required when it is type of current necessitates trans-

(Continued on Page 3.)

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The finely pulverised materials are mixed in a certain definite proportion, roughly one part of clay to three of limestone, and are fed to the Rotary Kilns.

In these kilns they meet the hot gases and flames generated by pulverised coal blown in at the other end of the kilns, and after various chemical actions have taken place, they combine to form Portland Cement Clinker.

The Clinker is ground down with a small percentage of gypsum to regulate the setting time, and Green Island Portland Cement is thus produced.

Although sounding so simple, in reality the process is an intricate combination of mechanical, physical and chemical operations, needing great skill and care. Nothing but constant and accurate supervision will yield the results so well-known with Green Island Cement, namely, strength, uniformity and reliability.

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GREEN ISLAND CEMENT CO., LTD.

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Certain Amount of Authority.

His Lordship: I am not at all sure that if the breach of trust is that he broke faith with some member of the public then we must make your case against him that he broke faith with that individual or each of such individuals. If you are attacking him as a Government servant, it seems to me that it does not matter from whom he received the money; all you have to establish is that the money came into his hands, which it was his duty to pay over as a Government servant.

Victimised Malay.

These payments were made in the presence of others. Haji Abdulla bin Hamid, Haji Hussein and Mat Amin were present when a number of the payments were made. No Government receipts for the money were issued up to the end of 1930. The witness approached the accused for the money and was told to wait. Witnesses and the other took up occupation of their lots.

Confession to District Officer.

Witness told the accused, who admitted receiving \$2,780, that he must make up the balance of \$15,050, the accused replied that he had not the money. The money was paid, however, between December, 1930, and April, 1931. In 1937, accused knew, from records, that he had authority to collect revenue. Instructions had been given to all pongulus empowered to receive land revenue, to pay in at least twice weekly or whenever their collections reached \$200. Witness was not aware of any authority possessed by the pongulus to pay money to the Datu Kassim. Witness accepted the facts to the position that the accused had paid Kassim.

His Lordship convicted the accus-

"Proved Faithless."

"The result of this will be that you will lose your position. You have made at any rate partial restitution of your defalcations and the sentence which it is my unpleasant duty to pass on you takes that into consideration. You are liable to ten years' imprisonment. In the circumstances the least I can impose is twelve months."

His Lordship added that the sentence would be of rigorous imprisonment as simple imprisonment would mean twelve months' idleness and in these enlightened days prisoners were given suitable employment.

EXCHANGE
CLOSING QUOTATIONS.

April 8, 1933.

ON LONDON:—	
Telegraphic Transfer...	1/24
Bank Bills, on demand	1/24
Bank Bills, 4 months	1/24
sight	1/24
Credits, 4 months	1/24
sight	1/32
Documents, 4 months	1/4
sight	1/4
ON PARIS:	
Bank Bills, on demand	1/32
Credits, 4 months	1/32
ON NEW YORK:	
Bank Bills, on demand	2 1/2
Credits, 60 days	sight 2 1/2
ON BOMBAY:—	
Telegraphic Transfer	
Bank, on demand	8 1/2
ON CALCUTTA:—	
Telegraphic Transfer	
Bank, on demand	10 1/2
ON SHANGHAI:—	
Bank, at sight	7 1/2 Th. 74
YOKOHAMA:—	
On demand	6 1/2
MANILA—On demand...	4 1/2
SINGAPORE:—	
On demand	5 1/2
YOKOHA—On demand	5 1/2
ON CANTON:	
On demand	
ON SINGAPORE:—On demand	5 1/2
ON BANGKOK:—	
On demand	12 1/2
ON BANGKOK:—Bank's Buying	
Rate	1/24
Bat SINGAPORE, per cwt. per month	18 1/2

(Continued from Page 1.)

They were not aroused, but strict precautions were taken to ensure that they did not slip through the guard pending the arrival of the parents. Mr. and Mrs. Hanbury were immediately telephoned at Carlisle and proceeded at once to Glasgow.

The parents arrived: Miss Eve and their son were awakened, and the situation was explained to them in their bedrooms. They at once agreed to return home with Mr. and Mrs. Hanbury.

It was stated at the hotel that the couple betrayed no signs of the excitement through which they had passed when they booked their rooms.

"They had plenty of luggage," said a girl clerk, "so it was evident they intended to stay here for some time." They were very happy. After they had a meal they saw the sights of the town before going to their bedrooms."

Back in London. At Euston Mr. Hanbury and Miss Eve jump into a taxi and hurry away to meet Mrs. Eve. Mrs. Hanbury and her son go to their house in Smith-square, S.W.

MOTHER'S STATEMENT.

Interviewed by a reporter at her home, Mrs. Hanbury said:

"I hope that nothing will be done which may interfere with the young people's happiness."

"Miss Eve is with her mother and is going back to the country to-night."

"She is just under 17 years old and consequently we thought it a little young for her to marry."

"We are very pleased with the young people's idea, but we thought it desirable to postpone matters. They are both too young to marry."

"There is no question of their having been married. We hope to be able to give an announcement of their engagement shortly, but it is for Miss Eve's mother to decide."

HUNTING FRIENDSHIP.

Miss Joan Eve and Mr. Tom Hanbury are both well known in the hunting field and they have followed hounds in North and South Dorset.

Miss Eve is a striking blue-eyed blonde. Her mother has lived at Avalon, Marshull, for many years. Her father, Captain William Henry Eve, the son of Mr. Justice Eve, was killed in Mesopotamia in 1918. His name appears in bronze on the village war memorial at Marshull.

After leaving school, Miss Eve went to France and Germany and studied languages. She returned to her home about 17 months ago.

Mr. Justice Eve has been a frequent visitor to Marshall.

Mr. Tom Hanbury is very popular on his father's extensive estate at Dorchester. Marquill is in Mr. Hanbury's constituency.

INCREASING APPLICATION OF RESISTANCE WELDING

Continued from Page 2

is remembered that a weld of S.W.G. metal occupies only 0.001 second with 3.9 kw. giving 3,000 welds per kilowatt hour. Special attention is given to the design of the electrode tips, which are usually of forged copper fitting into tapered sockets of the electrodes, so that a water-tight joint can easily be made with the possibility of easy detachment.

Water cooling is carried down right to the bottom of the tips to increase their life to a maximum. By this process mild steel is the most usually treated metal, but brass and aluminium, stainless steel, and the majority of ferrous and non-ferrous alloys may also be satisfactorily handled.

SEAM WELDING

A variation in the spot welding process, and therefore of the machine in which it is carried out, enables the welding to take the form of a continuous seam. This is effected by the production of the spots so close together that they overlap. A gas and water-tight joint is thus secured equal in strength to the sheet metal. Replacing the pointed electrodes in the spot welder the current passes between two rollers between which the work passes. By an ingenious contrivance the electrode discs rotate intermittently, making from 5 to 12 steps per inch of circumferential movement.

With exact asynchronism the current is varied so that it quickly attains its maximum with each stop of the discs, and is equally quickly reduced to a low value while the further stage of rotation is being effected. By this method no burning of the metal takes place, nor is there any tendency for the metal to be picked up by the electrodes.

It will be appreciated that there is an extensive field for the application of seam welding. Amongst its numerous uses may be mentioned the manufacture of petrol tanks and cisterns, steel barrels, drums and boilers, with smaller types such as kettles, jugs, hot-water cans, and many classes of hollow-ware.

Naturally it is essential that the surfaces to be welded should be clean, this preliminary operation being achieved by any of the well-known processes of grinding, pickling, or sand-blasting. Thicker gauge metal is usually ground, while the thinner material is pickled.

BUTT WELDING.

Butt-welding is effected by pressing together the two ends rendered plastic by the electric heating. The metal to be welded is of somewhat uniform section and the two parts are securely clamped in suitable holders. The heavy current passes and pressure is applied, producing a sound weld.

It was by this system of slow up-
st welding that all butt welds were
made until recently. Trouble, how-
ever, arose in the attempt to effect
welding when one or other part was
of small thickness in comparison
with sectional area. For this pur-
pose the flash welding system is
used, the current being applied be-
fore the metals come into contact.
First contact then gives rise to
heating, with immediate rise to a
high temperature; at which the
neighbourly pressure is applied.

The applications of this system of butt welding are exceedingly numerous, as are also the types of metal which can be successfully treated.

It is by the application of these systems of resistance welding that considerable range of work formerly outside the scope of fabrication by welding has been transformed to an everyday operation.

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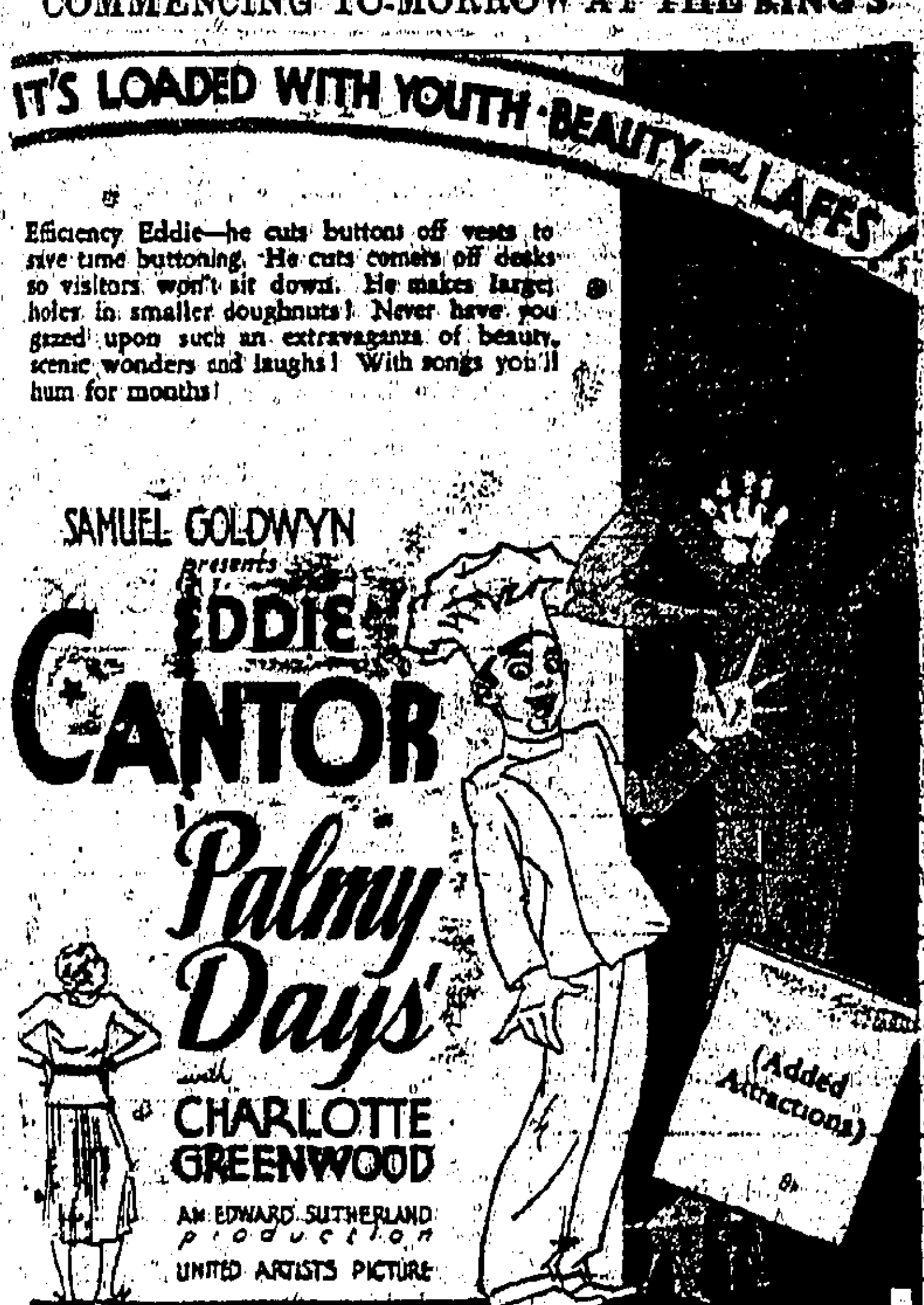
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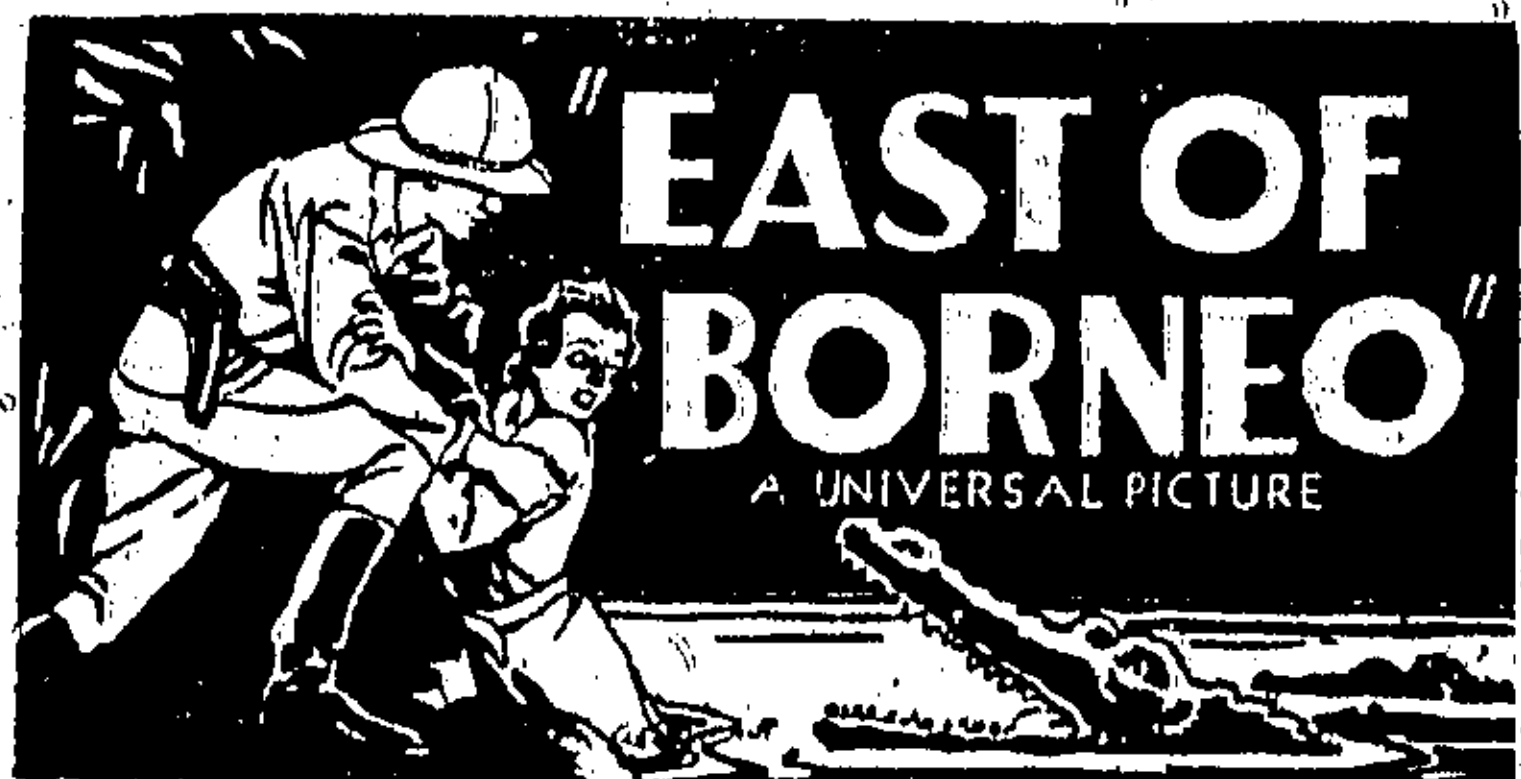
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"TO-NIGHT OR NEVER"
A 1932 United Artists Special Feature

"EAST OF BORNEO."
JUNGLE DRAMA AT THE CENTRAL.

"East of Borneo" is one of the most remarkable motion pictures ever shown in the Colony.

This unusual drama opened an engagement at the Central Theatre yesterday, and at once impressed as a picture which has something to offer in addition to a highly interesting story. The story is laid in the wild jungle country of the Malay Peninsula, and many of its scenes were actually made there by an expedition which travelled half way around the world from the studios in Hollywood. Thus the authenticity of the scenes is unquestioned, and the picture as a whole constitutes a valuable record of life and customs in that country.

The story concerns an Oriental Rajah, an American woman and her former husband. The latter, embittered by his unsuccessful marital venture, has chosen literally to bury himself in the Malay jungles where he is the only white man, and where he acts as personal physician to the Rajah of the district. The wife, feeling the return of her old love for her former husband, follows him to this tropical outpost, and it is after her arrival that the story takes on an unusual quality of tense drama. With the indignant husband repulsing his former wife, and the Rajah casting covetous eyes on her, a situation is created which leads to exciting events, and a most thrilling climax.

The cast, headed by Rose Hobart and Charles Bickford, is excellent. These two players are ideally suited to their roles, as are also Georges Renavent, Lupita Tovar and Noble Johnson. The efforts of these artists are supplemented by several hundred native Malays, who supply the "finishing touch" to a screen production which is in every way remarkable.

"PALMY DAYS."
EDDIE CANTOR AT KING'S TO-MORROW.

Samuel Goldwyn's ceaseless star-hunting activities take a new turn in the Eddie Cantor comedy, "Palmy Days," coming to the King's Theatre to-morrow. Youthful Barbara ("Bobbie") Weeks, of jet black eyes and blacker hair, is the girl who in a more serious picture would be called "the romantic interest."

Bobbie Weeks sings, dances and laughs her way through the picture as an accomplice and co-adjutor to Cantor and the elongated Charlotte Greenwood. For all intents and purposes, she is one of the stars of "Palmy Days."

In the earlier Cantor picture, "Whoopie," Goldwyn selected her as a chorus girl out of a great army of Broadway recruits. Bobbie had been trying to forget that she was a dancer. She didn't particularly like the idea of dancing again, even if she did lead so pulchritudinous an ensemble through elaborate and complicated dance routines. She wanted to be a dramatic actress.

One Buck had promoted her from a chorus girl in "Take the Air" to a speaking part in "Ringside." She liked it, not wanly, but with such a determination as only a Bostonian can command. For she enrolled herself in two prominent dramatic schools and worked diligently at memorizing the leading parts from the dramatic classics. But Barbara's time hadn't come yet. She found herself in the chorus of the New Amsterdam Theatre production of "Whoopie," without a line or a speaking part.

From that she migrated to Hollywood, and to the chorus in Goldwyn's and Ziefeld's pictured "Whoopie." Goldwyn quickly saw possibilities in her and took an option on her services. Not only was the option taken up by the producer when Cantor was ready to begin on "Palmy Days," but he signed Barbara to a five year contract, which taking Goldwyn's reputation as a finder and developer of stars into consideration, seems to indicate that in "Palmy Days," Barbara Weeks is taking place beside Marilyn Miller, Adole Astaire and the other great stars of musical comedy.

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Samuel Goldwyn presents EDDIE CANTOR "PALMY DAYS" CHARLOTTE GREENWOOD

MOVIE NEWS

On the Screen in Hong Kong.

"BEHIND OFFICE DOORS."

BEAUTIFUL MARY ASTOR AT THE QUEEN'S.

Screen magazine photograph taken last week gave Mary Astor her start in films.

A beautiful photograph, sent to the publisher of a leading film magazine, was the means for introducing Mary Astor to the screen.

The portrait, mailed so trustfully to the magazine, eventually was entered in the "Beauty and Fame" contest, staged by one of the Brewster publications, and when it emerged the magic words "Second Prize Winner" were inscribed upon it.

The prize was a trip to Hollywood and a role in a two-reel picture which was produced but never shown. It was a disappointing introduction to the movies and a hard one financially because it left Miss Astor, facing poverty. She returned to New York and through the efforts of Charles Albion, the photographer who had sent her photograph to the film magazine, obtained a role in "The Beggar Maid." That was her first picture. Her latest is "Behind Office Doors" for Radio Pictures, now playing at the Queen's Theatre.

Following "The Beggar Maid," Miss Astor journeyed to Hollywood in 1923 with a Famous Players-Lasky contract, to appear in "To the Ladies." Between 1923 and 1925 she travelled back and forth between New York and Hollywood, making pictures on either side of the continent.

"GET-RICH-QUICK WALLINGFORD."

HAINES' BANKING EXPERIENCE USEFUL.

Even a comedy has to be authentic on the screen these days. Which is why William Haines, the riotous stage comic, Jimmy (Schmoze) Durante and Ernest Torrence took a practical course in banking before they started work on "New Adventures of Get-Rich-Quick Wallingford," which will open to-morrow at the Queen's Theatre.

Haines had to dally with certified checks, Durante had to make himself useful as a bank pickpocket and Torrence had to impersonate a bank president. In order that (Continued at top of next column)

"THE SANTA FE TRAIL."

A BOY'S AMBITIONS REALISED.

A million youngsters in America to-day would gladly trade places with Junior Durkin. Durkin plays the part of "Old Timer," a youth of the early West, in "The Santa Fe Trail," Paramount's talking film edition of the Hal G. Evans' novel, "Spanish Acre," and the principal offering at the King's Theatre to-day.

As the pal of Richard Arlen and Eugene Pallette, he herds thousands of sheep across country from Kansas to New Mexico.

Being a cowboy is the heart's desire of nearly every boy. For that reason, youngsters play at Indian and cowboy, dress up in miniature cowboy suits procured from the department store, and make bold motions of sheep across country from Kansas to New Mexico.

Like all of the others, Durkin has cherished the same dream. Born in the East far away from the cow country, Durkin has lived his life around the stage. Before he was three, he was acting. Since that time, he has appeared in numerous plays, one being the successful performance of "Courage" for forty-two weeks on Broadway.

the portrayals and bank episodes are convincing, every detail was gone over by a practical banker. Haines, who started his career in a brokerage office, was an apt pupil. His brokerage office experience stood Haines in good stead in the role of J. Rufus Wallingford, genius of high finance and gleamer of "quick money." Throughout the picture logical business procedure is adhered to even to the unusual case of the certified check which, if endorsed, places a man beyond the pale of the law. This is the situation based on actual fact in an odd case in New York police annals.

Sam Wood directed the screen version of George Randolph Cheney's famous series. Leila Hyams has the feminine lead and the cast also includes Guy Kibbee, Hale Hamilton, Robert McWade, Clara Blandick and Walter Walker.

WEEK-END RADIO PROGRAMMES.

BROADCAST BY Z.B.W. ON 355 METRES.

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11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme of Columbia records.
1 p.m.—Local time and weather report.
1.30 p.m.—Mail notices, etc.
2 p.m.—Close down.
4 to 7 p.m.—Chinese programme.
7 to 11.30 p.m.—European recorded programme.
7 p.m.—Mail notices, etc.
7.03 to 7.28 p.m.—

Operatic.

"The Magic Flute Overture" (Mozart).—Sir Thomas Beecham conducting the London Symphony Orchestra.—4.00 p.m.
"Mefistofele—Il Bel Giovinetto" (Boito).
"La Traviata—Chorus of Gipsies" (Verdi).—La Scala Chorus of Milan.—4.00 p.m.
"Aida—Ritorna Vincitor" (Verdi).—Eva Turner (Soprano).—4.00 p.m.
8 p.m.—Local time and weather report.
7.28 to 8.15 p.m.—

Variety.

Descriptive Sketch—"Clapham and Dwyer on Photography."—Clapham and Dwyer.
Laughter Record—"A Warm Corner."—Leslie Hanson, Heather Thatcher, Austin Melford, Connie Ediss, Kim Peacock and Prince's Theatre, London Co.
Song—"To-day I Feel So Happy."
Song—"Just Because I Lost My Heart to You."—Renate Muller (Soprano).
Vocal Duet—"Eleven More Months and Ten More Days."—Celt Brothers.
Song—"She Was Poor, But She Was Honest."
Song—"Don't Send My Boy to Prison."—Billy Bennett and Chorus.
Piano Solo—"Life is Just a Bowl of Cherries."
Piano Solo—"Close Your Eyes."—Leslie Hutchinson.
Song—"I'd Like to Have a Honey-moon with Her—They Have a Much Better Time—When They're Naughty."—Ronald Frankau.
9.15 to 8.50 p.m.—

A Concert.

Octet—"Romance" (Hudnott arr. Seay).—J.H. Squire Celeste Octet.—5.00 p.m.
Song—"Ships That Pass in the Night" (Longfellow and Stephenson).

TO-DAY AT THE CINEMA.

HONG KONG.

Queen's.
"Behind Office Doors."
Central.
"East of Borneo."
King's.
"The Santa Fe Trail."
World.
"Three Musketeers."

KOWLOON.

Star.
"Gold Diggers of Broadway."

COMING.

Queen's.
"Get Rich Quick Wallingford."
"Beau Ideal."

Central.
"The Unexpected Father."
"To-night or Never."

King's.
"Palmy Days."
"The Man I Killed."
"Delicious."

World.
"Ku Tze Kin Sing."
Chinese picture.
"Dixiana."

Star.
"Kelly the Kid."
"Way for a Sailor."
"Lady's Morals."
"Sleeping Cardinal."

Song—"Valse (d'Arcy and Russell).—Madame Clara, Sorena (Contralto).—3316.
Piano Solo—"Shepherd's Hey" (Crünger).
Piano Solo—"Country Gardens" (Crünger).—Percy Grainger.—D1464.
Song—"King Charles" (Brown and White).
Song—"Drake Goes West" (O'Reilly and Sanderson).—Rex Palmer (Baritone).—4467.
Instrumental Trio—"A Bright Morning on the Alps" (Holst).
Instrumental Trio—"Trio in C-Adagio" (Beethoven).—Anonymous.—2345R.
8.50 to 9.30 p.m.—

Orchestral.

"Minuet" (Boccherini).
Les "Millions" d'Arlequin" (Drigo).—The B.B.C. Wireless Symphony Orch.—9002.
"Four Ways Suite" (Eric Coates).—Regal Cinema Orchestra conducted by Emanuel Starkey.—9750/9757.
"Anacreon—Overture" (Cherubini).—Willem Mengelberg and His Concertgebouw Orchestra.—L1972.
9.30 to 11.30 p.m.—

Dance Programme.

10.30 p.m.—Rugby mid-day Press news.
11.30 p.m.—Close down.
The variety and dance programmes are lent by a listener. The operatic, concert and orchestral programmes are supplied by Messrs. Anderson Music Co.

SUNDAY.

11 to 12.15 p.m.—Relay of Service from the Union Church, Kennedy Road. Preacher—The Rev. E. C. H. Tribbeck.
Order of Service.
Hymn—"Worship the Lord in the Beauty of Holiness."
Invocation and Lord's Prayer.
Hymn—"As Pants the Hart for Cooling Streams."
Scripture Reading.
Hymn—"Jesus, Lover of My Soul."
Prayer.
Solo—"Mrs. N. Mathieson—Praise of God" (Beethoven).
Offertory.
Offertory Prayer.
Hymn—"Thou Whose Almighty Word."
Sermon.
Hymn—"All Hail the Power of Jesus' Name."
National Anthem.
Benediction.

Programmes.

12.15 to 2 p.m.—Chinese recorded programmes.
1 p.m.—Local time and weather report.
2 p.m.—Close down.
3 to 10 p.m.—European programme.
8 p.m.—Local time and weather report.
8.03 to 9 p.m.—Social Hour broadcast from the Union Church.
Organist—Mr. G. E. Longyear.
Soloist—Mr. R. M. Keown.
Community Singing—Conductor—Dr. L. T. Bide.
Programme.
Organ—"Spring Song."
Community Singing—"Eternal Father Strong to Save."
Solo—"The Better Land" (Fred Cowen).
Organ—"Imperial March."
Community Singing—"Hark Hark My Soul."
(Continued on Page 12.)

QUEEN'S THEATRE

FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 AND 9.20

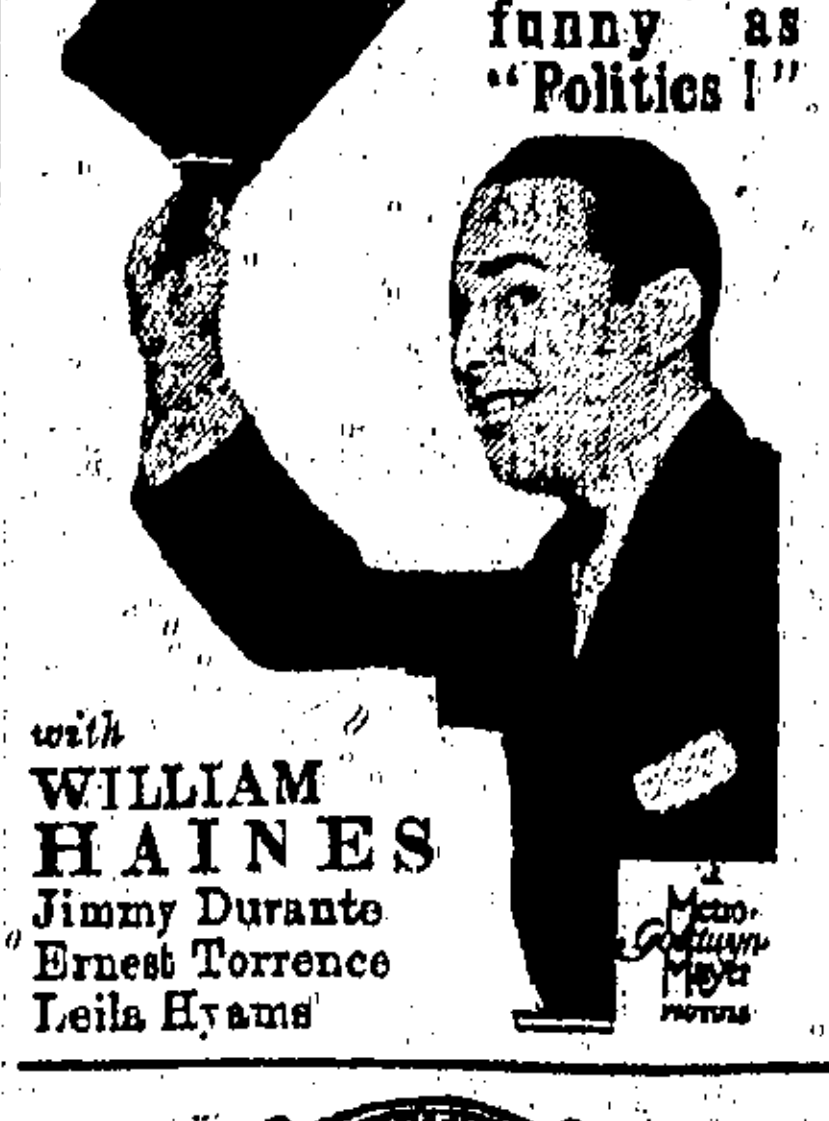
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JIMMY DURANTE
ERNEST TORRENCE
LEILA HYAMS



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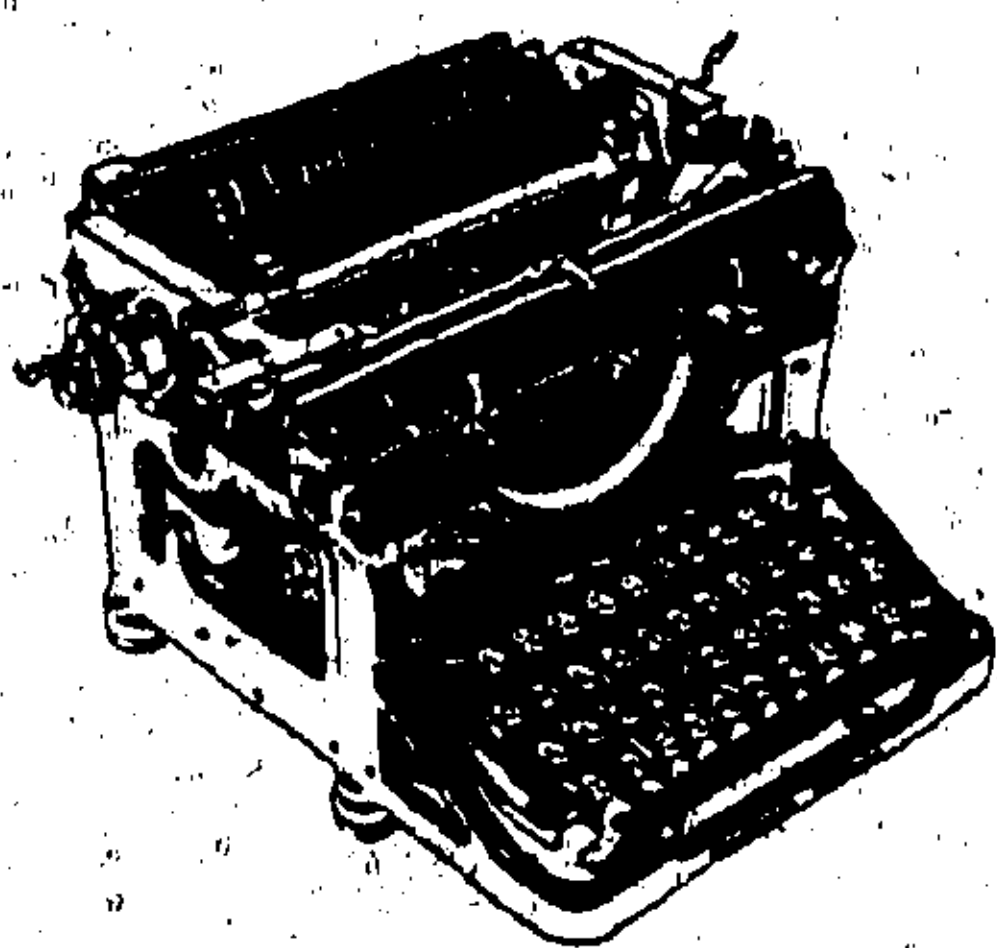
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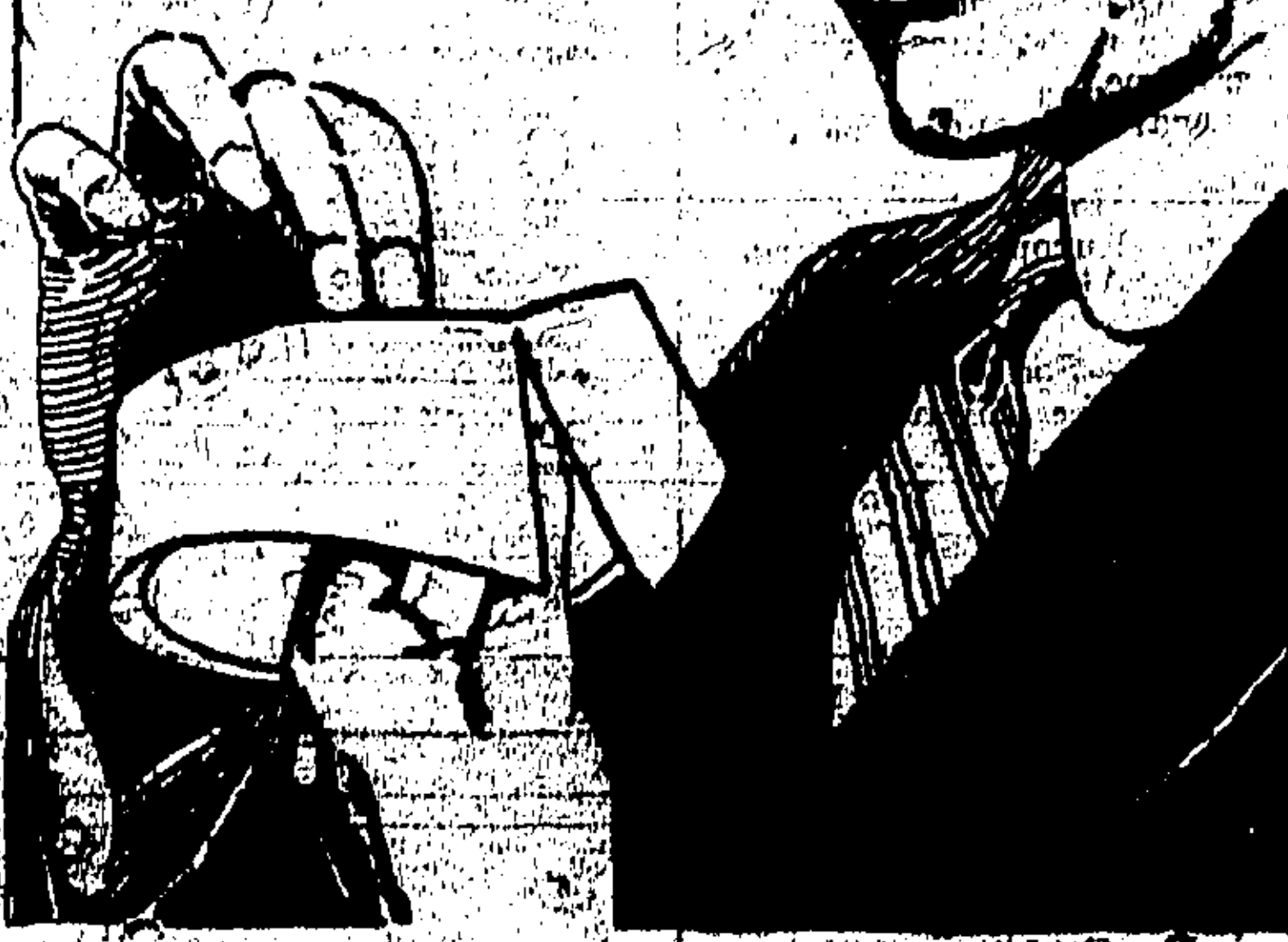
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"THE GEORGE BENNIE RAIL-PLANE."

GLASGOW ENGINEER'S IMPORTANT INVENTION.

PROF. BROWN'S LECTURE TO ENGINEERING SOCIETY.

Under the auspices of the Hong Kong University Engineering Society, Professor W. Brown, M.A., B.Sc., F.R.S.E., A.M.I.E.E., delivered an interesting address last night, before a large audience at the University, on "The George Bennie Rail-Plane."

Mr. H. Z. Ho presided.

The Address.

Professor Brown's address was, in part, as follows:—

The persistent demand for improved transport, with greater speed, safety, comfort, and economy has caused the gradual evolution of railway trains, motor cars, steam and motor ships, aeroplanes and airships, to their present remarkable stages of development. Each of these modes of travel has its own special advantages relative to the others, and each is a compromise. When speed is the principal consideration the aeroplane undoubtedly comes first. It has the further merit that no track need be constructed for it, and in this respect resembles the ship that sails the seas. But though improvements are continually being devised, it cannot be said yet that the aeroplane is free from danger, and there are still many people who, with ample opportunities are unwilling to trust themselves to the thrills of flying.

Long distance trains can give one a remarkable degree of comfort, and an average speed of nearly 80 miles per hour. The passenger carrying planes of to-day can give quite reasonable comfort, and an average speed of approximately double that of the fast train.

If we wish to describe the Rail-Plane in the briefest way, we might call it an attempt to combine the safety of the railway train with the speed of the aeroplane. That is how the name "rail-plane" originated. It is like an aeroplane that cannot fall down. Yet the name is not wholly appropriate as the car which is used has no wings or "planes," but resembles a small airship rather than an aeroplane. The title "aero-railway" would perhaps be better. Yet one must admit the right of an inventor to give his own off-spring any name he likes!

A Glasgow Inventor.

The idea of the rail-plane originated in the fertile brain of Mr. George Bennie, a well-known Glasgow engineer, who has several other inventions to his credit.

During his recent period at Home Professor Brown met Mr. Bennie, discussed the rail-plane with himself and some of his colleagues, saw the splendid working model in his office, and the full-scale demonstration line erected on the northern edge of Glasgow.

The car has accommodation for 20 people, with its present seating arrangements, but with less luxury could take in at least double that number. The body is largely of duralumin, and with motors and all equipment weighs only about four tons. Thus the dead weight is about equal to the carrying capacity. Contrast this with an ordinary passenger train on a railway, where all the passengers and their baggage may weigh only 6 or 7 per cent of the empty train!

The car is suspended from the mono-rail overhead, and the track wheels run on roller-bearings, with the minimum of resistance.

These wheels, themselves embody a novel idea of Mr. Bennie's, viz. a ring of rubber inside the tyre. This gives wonderful freedom from noise. The only function of these wheels is to support the car, and run quietly and smoothly. They are not used for driving the car, nor for braking either. In the case of the familiar railway engine, the train is proportional to the weight resting on the driving wheels. This pulling force can be increased by the use of sand, to increase the coefficient of friction, and it may be reduced almost to zero if from any cause the rail becomes slippery. But in the Bennie rail-plane, the condition of the rail makes no difference, and adhesive weight is of no value, as the car is driven not by its track-wheels but by air-screws. This mode of propulsion

has some striking advantages. Starting and stopping are very smooth. The absence of jerking is very pleasant. Also the reversal of the propellers, which can be done easily and almost instantaneously provides a very gentle but effective brake.

Can Take Steep Gradients.

Such a car as is here used suspended from an overhead rail would be liable to sway a good deal in a strong wind, and to swing out through a big angle on rounding a curve at high speed. This tendency is however controlled by horizontal wheels which work against a guide rail underneath the car. It is claimed for the Bennie Rail Plane that it can climb without difficulty gradients of 1 in 25, which is much steeper than is practicable in an ordinary railway depending on the adhesion of steel wheels on smooth steel rails. On a steep gradient the effort required of course increases very greatly, and at the same time the force of adhesion diminishes. 1 in 100 is considered a rather steep gradient for an ordinary railway on which continuous high speeds are wanted.

It is also claimed that the rail-plane system is extremely cheap to construct and to maintain, in comparison with ordinary railways.

The Track.

Of course the rail-plane track would need to deviate from the ordinary road or railway wherever there are tunnels or over-bridges, or very sharp bends or excessive gradients.

As regards fresh construction over hitherto untouched country, it should be observed that very little levelling would be necessary, as many changes of ground level would be compensated for by using trestles of different heights, and these trestles could be built up from standardised parts.

Also, the ground would be very little disturbed by the erection of a rail-plane overhead. Instead of cuttings and embankments and tunnels we would have merely small concrete foundations, spaced about 60 feet apart to support the trestles, while between these points streams, roads, existing railways, and agricultural land would remain undisturbed.

Again, each car requires only one driver, and the number of cars required would be small, on account of their high speed of travel and quick turn-round. Mr. Bennie had discussed with the lecturer the probable service if a line were constructed between Glasgow and Edinburgh. This is a distance of about 50 miles. A car, accommodating say 40 passengers, could do this journey in 25 minutes, and could be back at the starting point, ready for a second outward trip, in little over one hour. Hence, only seven cars would be required to maintain a normal 10-minute service, conveying each way about 340 passengers per hour.

Kowloon-Canton Rail-plane?

Perhaps some day we may see a Bennie Rail-plane running between Kowloon and Canton, over the existing railway.

The only region in which a large deviation would be necessary would be between Yau-mat and Shatin, and over that section the aero-railway could follow very approximately the route taken by the motor road. The journey between Canton and Kowloon would take just about one hour.

In the opinion of the lecturer, the Bennie rail-plane is mechanically and economically sound. The stage of invention may be regarded as past, and the inventor and his associates are now mainly concerned with advertisement and propaganda. Interested enquiries have already been received from railways, transport companies, and governments, in many parts of the world, and one may hope to see the rail-plane coming into fairly general use at an early date.

The lecture was illustrated by a set of excellent lantern-slides, presented to Professor Brown by Mr. George Bennie.

After the lecture, a hearty vote of thanks was proposed by Mr. A. H. Fenwick, B.Sc., A.M.I.C.E., President of the Society.

MR. PEPPYS IN HONG KONG.

2nd.—This day betimes to the office to tend my plants which I have bestowed upon my verandah, and there I find a mighty fine carnation blooming which I do out and wear to my greatest possible pleasure. Very busy teaching my attendant how he shall water them but whether he will do it or no I know not. Later to the Clubbe where I meet Creed and My Lord of Sandwich with Sir R. Harpenden. Drinking my sherries wine, for which I have now a mighty fancy, I enquire if it seems to them that the city be overpowered with beggars. And Creed agreed he remembers not seeing so many heretofore. It is, says My Lord, the influx from Canton and how the city watch shall cope with them he knows not for so soon as they be packed back to China, they do return. Nor is punishment of avail for to gao! them be but to put the Colony at charges for their support. And I perceive that it was ill done to put away the Stocks. Watched a dull match at Sookun-poo and walked to the Valley where I do find the lion of the Office of Works Publique do lie down and consume beer with the lamb of the Salvengers, who have played at Cricquette. Mr. Crabbe of the works tells me his side do win out-staying the attack, and indeed I know that they of his office are hard to move. So we drink a flagon together and so to the Clubbe where now I do reside. But Lord! how strange it seems that so good a luncheon be served get so fowle a dinner. And so to bed with an aching in my stomach.

3rd, Lord's Day.—Lay late and then to Kowloon where I watch a game at Cricquette, but Lord, the sun is so hot I must cool myself by drinking much cool ale. There I eat my luncheon with my good friends in the King's Fleet, and the more heartily for that I misdoubt me what my dinner shall be. Then home and drinking my wine of Malaya with Mr. Ashby and Pory. They tell me that the news from Shanghai is gloomy but I am minded that the longer they talk the less likely they will be to fall to fighting again.

4th.—This day very busy at the office ordering my business and then to the King's great shippe Devonshire wherein I do perceive they carry a most excellent wine of Cadiz. And while drinking a glass, or it may be two, it comes back to me that these twenty-five years gone when as a stripling I do visit the Fleet first, the King's officers do most of them take sherry—and it may be a dash of bitters—but now they drink Hollands. And so does the fashion change. Thence to the King's shippe Tamara where in the smoking room Mr. Chevenor tells me that the great frigate Midway sail upon conveying Nevil wives to the North. And I suppose the like has not been known in the Service these many years. But Lord! how we all do laugh, except Mr. Pitt, who takes it amiss as a taxpayer. And when I consider upon it I am most heartily sorry for the ship's officers who shall have the ordering of the matter. And indeed who shall be groom of the Chambers I know not. To the Clubbe where I tell Creed but he calls me a liar which, God knows, may at times be true but not now.

5th.—This day I take my luncheon at the Queen's Picture House where I see a private showing of "The Middle Watch," which I remember was played by the amateurs some two years or less. And I take the greatest possible pleasure in it for the picture itself is most excellent and I also find much joy in comparing the English players in the film with our local actors. And Mr. O. Eager to mind was better beyond compare, playing Marine Ogg. Mr. C. Rossett tells me the picture is a British one and that no less an actor than Owen Nares do play the part of Captain Maitland. This evening at the Clubbe Creed makes an apology to me for that he did call me a liar, for he hath found that a pretty lady he knows will travel in the shippe and tells him that every Saturday they shall drink a glass to "Boy-friends and Husbands" following so far as they may the custom of the Service. He says he has it that the ladies will take all their meals in the ward-room which if it be true be, for the breaking of their fasts at least, a thing too terrible that I cannot and will not believe it.

6th.—Very busy all day in the office, and then to the tennis but I do confess I think the doubles wherein the brothers To do meet the Rumpshams be, pretty poor. Writing to my wife very busy in

Haig

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"Le Pirate"

AT WATSON'S

my room, and thereafter playing at cards with very ill success. And I perceive that to live in Room thirteen is ill-advised.

7th.—Again very busy before going to the tennis and there I see Mr. Fincher and Mr. L. Goldman win their match and contrary to the critics, I did think them pretty apt, and I perceive they may yet defeat the Rumpshams if they do but co-ordinate their movements to better purpose. To Kowloon where I dine with Mr. Creed and his Lady after walking in his garden which is, wonder, fine, and more especially his cisterns and carnations. But Lord! it makes me sad at heart to think of the garden I have lost.

8th.—This day again very busy, and a most fowle day too, being most hot and damp, whereas yesterday it was most cool and I will high caught a chill by then leaving off of an undergarment, through before Mr. P. at Kow. Writing early in my diary. This night I am to dine in one of the King's great Shippes.

HOSTILE CROWD STONES SHOP.

DEMONSTRATION AFTER POISONING INCIDENT.

Three Chinese children suffered from the effects of poisoning, due, it is alleged, to having consumed a quantity of sweets bought from a Chinese shop in Shanghai Street. It is related that the children vomited after eating the sweets and were removed to the Kwong Wah Hospital where they were immediately treated. The incident occurred on Thursday, and on the same evening a hostile crowd gathered outside the shop and started to pelt it with stones and other missiles. The timely arrival of the police put a stop to their demonstrations. One of the demonstrators was leaving off of an undergarment, through before Mr. P. at Kow. Writing early in my diary. This night I am to dine in one of the King's great Shippes.

TOUCHING GOOD-BYES: LADY PEEL PRESENTS
CHEQUE.

On the platform, besides His Excellency the Governor and Lady Peck were the Bishop, Denn Swann, Mr. P. S. Cassidy (Chairman), the Venerable Archdeacon Mok, the Rev. C. I. Blanchette, the Rev. W. W. Rogers and Mrs. G. D. R. Black.

We all unite in expressing our sympathy with the Bishop and Mrs. Dappuy in that they have been so handicapped by ill-health. I myself have a high opinion of the climate of Hong Kong but I realise that it has its trying phases and to those not blessed with robust

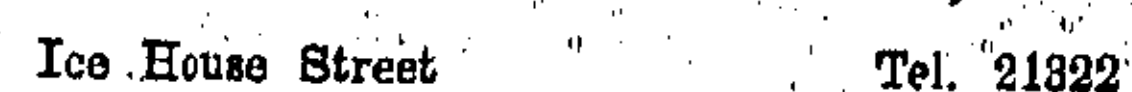
In addition to all his other duties as Bishop, greatly helped by Mrs. Suppuy, had certainly been "given

I want to say a word of thanks for the lay folk of the Diocese—Chinese and British—for all the help they have given. On the day the Simon Report on India was published I had as fellow traveller on a long railway journey a man who had occupied a leading position in public life in India. He remarked upon the difficulty of getting prominent business men in the part of India where he lived to serve

(Continued on Page 11.)

M. M. Correa, and Mrs. C. He de Silva,	M
Antônio Correa, and E. G. Reme-	M
and family, Mrs. N. M. Lopes,	M
Antônio and Jackie, Mr. and Mrs.	M
dos Guterres and family, Mr. M.	C
dos Remedios and family, Mr.	B
Mrs. L. E. Guterres and fami-	B
ly, Mr. N. M. Lopes, Antônio and	B
Jackie, Mr. and Mrs. J. C. Guter-	m
res family, Mr. M. A. dos Reme-	a
dios and family, Mr. and Mrs. L.	a
dos Guterres and family, Mr. and	h
Mrs. J. J. dos Remedios and fami-	b
ly, Mr. Jorge, Mr. and Mrs. G. U.	H
dos Reme-	M
dos, Angélica and family, Miss	B
Rosario, Dr. and Mrs. A. P. P.	L
Alves, and J. Guterres, Miss	F
dos Remedios, and Mrs. L. A.	F
dos Reme-	F
dos, and Mrs. C. V. M.	F
dos Souza and family, Dolly, Mr.	R
and Mrs. O. D. Brestes and	m
family, Gossão, Adalberto, family,	m
and Mrs. O. D. Brestes and	f
family, Mr. L. Z. Marques, Mr. L.	f
Leonard, Mr. J. M. M. Alves,	f
Mr. de Silva, Mr. and Mrs. M.	f
R. Leite, Mr. and Mrs. J.	f
dos Abraham and family, Mr. and	f
Mrs. A. F. Osmond and family, Mr. Pedro	Q
dos Reme-	Q
dos, Mr. and Mrs. D. A. C.	Q
dos Reme-	Q
dos, Mr. and Mrs. G. A. C.	Q

and Mrs. H. A. Lammert, Miss
 Lygia and Alfonso da Carvalho,
 Mr. and Mrs. A. J. Kew, Mr. and
 Mrs. M. F. de Pinna, Mr. and Mrs.
 S. Rossetto, Mr. and Mrs. J. A.
 Vaccaro, Mr. and Mrs. L. E.
 Basto, Mr. and Mrs. P. M. Xavier,
 Mr. and Mrs. J. M. d'Almada Re-
 dezo, Mr. and Mrs. E. D. da
 Cunha, Mr. and Mrs. A. Gascon, Mr.
 and Mrs. E. D. Shank, Dr. and
 Mrs. S. Fernando, Mrs. I. Carval-
 hal and family, Mrs. I. Alves, Miss
 Pereira, Miss M. Bernal-Silva,
 Messrs. A. L. and F. X. Soares, C.
 Basto and Nellie, J. J. Basto,
 de Castro Basto, H. J. Noronha,
 Jo. d'Almada e Castro and family,
 X. d'Almada e Castro, Sur. and
 X. d'Almada e Castro, jux. Leo.
 Almada e Castro, jux. A. Macha-
 do, F. J. B. da Silva, P. M. Re-
 dezo, S. and P. da Rosa, A.
 Almada e Castro, G. M. S. Oliveira and
 family, D. A. Alconco, Miss L. G.
 Young, Mrs. H. Y. Noronha,
 Mrs. Andersen, Meyer & Co.,
 Messrs. Andersen, Meyer & Co., Chinese
 staff, Botelho Bros. (Chinese staff),
 and Cheong and Club de Recreio



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NEW ADVERTISEMENTS

NOTICE

NOTICE is hereby given that the management of our Hongkong Branch has been taken over by Mr. P. A. LAROCHE of our Tientsin Branch, during Mr. L. D. WALSH's absence on leave.

J. ULLMANN & CO. [2074]

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A JUMBLE SALE
Will be held at 2 p.m.
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ARCADE.
Clothes and Household goods
gratuitously received any Monday or
Thursday from 10-30 a.m. to 11-30
a.m.

A. S. WATSON & CO.,
LIMITED.

NOTICE IS HEREBY GIVEN
that the Forty-seventh Annual
Ordinary General Meeting of the
Company (since its registration) will
be held at the Hongkong Hotel,
Hongkong, on Tuesday, the 19th,
April, 1932, at 11.30 A.M. for the
purpose of receiving the Report of
the General Managers, together with
a Statement of Accounts for the year
ended 31st October, 1931.
The Register of Shares of the
Company will be closed from
Wednesday, the 13th day of April,
to Tuesday, the 19th day of April,
1932, both days inclusive, during
which period no transfer of shares can
be registered.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th April, 1932. [2071]

WM. POWELL, LIMITED.

NOTICE IS HEREBY GIVEN
that the THIRTY-FIRST
ORDINARY GENERAL MEETING
of Shareholders will be held in
the offices of Messrs. Percy Smith,
Southam & Fleming, 4 Des Voeux Road,
Central, Hongkong, on Thursday, the
21st April 1932, at 11.30 a.m. for the
purpose of receiving the Report of
the Board of Directors and a State-
ment of Accounts for the year ended
29th February 1932 and electing
Directors and Auditors.
The Transfer Books of the Com-
pany will be closed from 12th April
to 21st April, both days inclusive.
By order of the Board,
W. L. ALEXANDER,
Secretary.
Hongkong, 5th April, 1932. [2056]

HONG KONG GENERAL CHAM-
BER OF COMMERCE.GENERAL MEETING OF
IMPORTERS.

THE HONG KONG GENERAL
CHAMBER OF COMMERCE
invites all Import Merchants in the
Colony—including non-members of
the Chamber—to attend a meeting to
be held in the offices of the Chamber,
Chartered Bank Building, on:
THURSDAY, 14th APRIL, 1932,
at 4.15 P.M.,
to consider matters of general im-
portance to trade, arising out of
certain demands which have been
made by the Chinese Piece Goods
Guild and other Guilds.

By Order,
M. F. KEY,
Secretary.

Hong Kong, 6th April, 1932. [2055]

NOTICE OF REMOVAL.

WE hereby give notice that we
have this day removed our
Office to ALEXANDRA BUILDING, Top
Floor.

W. A. HANNIBAL & Co.
[2093]ST. STEPHEN'S COLLEGE,
STANLEY.

THE Summer Term begins on
April 11th. Examination for
New Students at 9.30 A.M. For
Prospectus, for Boarders and Day-
boys, apply to Mr. Li Hoi Tung,
Banker & Co., 20, Des Voeux Road,
Central or to
ST. STEPHEN'S COLLEGE,
STANLEY.
[2044]

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GILMAN & Co., Ltd., Agents.
[2076]

DEATHS.

BARZ.—On April 1, at Shanghai.
MARIE BARZ, beloved sister of
Mrs. O. FRIEDER, aged 42 years.
McKENNA.—On March 31, at Shang-
hai, HENRY CALVERT MCKENNA,
late second engineer s.s. Chusan,
China Navigation Company,
aged 37 years.

WEATHER REPORT.

Yesterday's weather report,
forecast and remarks, issued by
the Royal Observatory at 5.30
p.m., stated:—

A feeble anti-cyclone is cen-
tral over the Eastern Sea, a
depression covers Indo-China.
Local Forecast:—E. and S.E.
winds, moderate to light;
cloudy, fog or mist.

Editorial and Business Offices: 11,
Lee House Street, Tel. 2071.
Night Editor (Wanchai Office):
Tel. 24511.
London Office: 53, Fleet Street,
E.C. 4.

The Daily Press.

Hong Kong, April 9, 1932.

OFFICIALS AND ECONOMY.

The Retrenchment Committee has
hard words for some of the wit-
nesses who appeared before it from
the Public Works Department.
They were patently dissatisfied with
the attempt to conceal the inner
workings of that branch of Govern-
ment Service. They considered
this studied reticence amounted to
obstruction and clearly regarded
the witnesses in Police Court
language as hostile.

Such an attitude of course de-
fects its own ends, for naturally
the Commission took the view that
if there was something to hide
there was something to condemn
and the severity of the recommenda-
tions reflect that opinion.

Retrenchment committees have
to discharge a thoroughly dis-
tasteful task, especially in the
eyes of those who are in
danger of being retrenched. There
is thus an antagonism at the
very beginning. No one is pre-
pared to admit that his department
is inefficient, that it is overstaffed,
that the work might be done more
economically, for to admit such
things would cause the witness to
stand self-condemned. Then there
grows up in every department a
sense of loyalty to his fellow
workers, as well as a pride in the
expansion of the work.

The witness feels how impossible
it is to get the Commissioners to
appreciate at their true value the
activities. Only one who has
grown up with it, worked in it
and for it can ever realise its im-
portance to the community.

The official naturally feels that the
object of the committee is to reduce
if possible the dimensions of the
department, while his whole aim
has been to extend it. He feels also
that the Commission has sprung
into being as a result of temporary
factors, a financial stringency
which will pass and yet its recom-
mendations will have a permanent
effect. There is no conviction that
the enquiry is necessary or that
it can form any sound judgment
on questions which require expert
knowledge, such knowledge can
only be acquired in their opinion
by that inside experience which
they alone possess.

The two sides at the beginning
are out of sympathy, each attempts
to put the other in the wrong, the
one tries to fix the responsibility
for extravagance, the other to
avoid it, and if possible prove that
its efficiency is impaired through
lack of proper resources. The whole
atmosphere where retrenchment
is concerned is one of recantment
and irritation.

Such an enquiry serves its pur-
pose if it creates a feeling of self
criticism, and reminds those who
are in charge of public work, that
there are taxpayers to consider
from the financial point of view
as well as from the point of view
of service. It defends its end if its
probe is so drastic and its ideas
of economy are governed solely by
financial consideration and no other
—for it weakens the morale of the
civil servant. The latter feels that
whatever development has taken
place had the sanction of those in
higher authority who had all the
facts placed before them when they
were recommended. He has a
grievance if power is delegated to
an outside authority to revise and
possibly reverse decisions for which
the Government itself was respon-
sible. Such enquiries are, of
course, based on the practice at
home, where the Geddies axe and
the May Committee were called in
to prime some of the departments.
The conditions there, however,
were abnormal, for as a result of
the war there came into being an
extravagant desire to make the
country a place fit for heroes to
live in and in addition to this
there was a whole host of persons
who naturally wished to return, as
permanent, to posts which were
created for a temporary emergency.
The axe had to be drastically ap-
plied and only the weight of an
outside representative committee
could make it effective.

There has been no such abnormal
growth in the Colony. On the con-
trary, many think that very desir-
able improvements have been un-
duly delayed. On the other hand,
methods change slowly in Govern-
ment offices because there is no
driving force of competition. Anti-
quated ways do not lead to disaster.
The Report will probably see the
inauguration of modern changes,
but that much money will be saved
is doubtful. Even the Commission
could only see their way to a five
lakh reduction and of that the
Government have accepted barely
half.

COAT TORN BY
RICKSHAW.PULLER TO COMPENSATE
EUROPEAN.

Before Mr. Wynne-Jones at Cen-
tral Magistracy yesterday, a rick-
shaw coolie was summoned by Mr.
C. F. Andrews, United Terrace,
Kowloon, for dangerous driving in
Ice House Street on March 29. The
defendant admitted the charge.

Mr. Andrews told the Court that
he was walking along Ice House
Street on the day in question. He
was going towards the Star Ferry
Wharf when the defendant, without
paying any heed as to where he was
going, ran into him. The shaft of
the vehicle tore the sleeve of the
sports blazer he was wearing at the
time. Mr. Andrews added that the
puller was a great nuisance.

The Magistrate agreed, and
thanked Mr. Andrews for having
taken action.
Mr. Wynne-Jones imposed a fine
of \$5, and ordered the defendant to
pay \$5 compensation to the com-
plainant.

HONG KONG AREA
ARMY SHOOT.SGT. FRANCIS BEST SHOT
OF ALL RANKS.

The Hong Kong Area Small Arms
Meeting was held at the Kowloon
City range during Thursday and
Friday, and the full results are
given below.

The standard of shooting was con-
sistently high, the team work of the
representatives of "A" Company,
the 3rd Bn., 9th Jat Regiment, win-
ners of the Platoon March, being
particularly marvellous.

Thursday's Shooting.

The following were the results of
Thursday's shooting:

Officers' Match.

	Pts.
1. Lieutenant A. J. Stocker, 1/S.W.B.	49
2. Lieutenant A. G. D. Home, 1/S.W.B.	48
3. Subadar Lal Khan, 3/9th Jat Regt.	40
4. Lieutenant H. E. Tyer, 3/9th Jat Regt.	45

Warrant Officers and Sergeants.

	Pts.
1. Sergt. St. Francis 1/S.W.B.	60
2. Company Sergeant Major Lewis, 1/S.W.B.	55
3. Hah. Munshi Khan, 3/9th Jat Regt.	53
4. C.H.S. Allah Dad, 3/9th Jat Regt.	50

Corporal's Match.

	Pts.
1. Nak Mohd. Sharim, 3/9th Jat Regt. (18, 19, 10)	47
2. Nak Har. Sukh, 3/9th Jat Regt. (18, 19, 10)	47
3. L/Cpl. Barry, 1/S.W.B.	43
4. Nak Lal Khan, 3/9th Jat Regt.	42

Privates' Match.

	Pts.
1. Pte. Searle, 1/S.W.B.	52
2. Pte. Evans, 1/S.W.B. (34, 8, 18)	50
3. Sepoy Mohd. Khan, 3/9th Jat Regt. (32, 10, 18)	50
4. Pte. Walsh, 1/S.W.B.	47

The Corps Match.

	Pts.
1. Armr. S. M. Anderson, R.A.O.C.	40
2. L/Cpl. McDonald, 2nd Bn. A. & S.H.	45
3. Cpl. Vates, 2nd Bn. A. & S.H.	43
4. Sergt. Fryer, R.E.	42

The Best Shot of All Ranks.

	Pts.
1. Sergt. St. Francis, 1/S.W.B.	60
2. Company Sergeant Major Lewis, 1/S.W.B.	55
3. Hah. Munshi Khan, 3/9th Jat Regt.	53
4. Pte. Searle, 1/S.W.B.	52
5. Pte. Evans, 1/S.W.B.	50
6. Sepoy Mohd. Khan, 3/9th Jat Regt.	50

Yesterday's Shooting.

The following were the results of
yesterday's shooting:—

Platoon Match.

	Pts.
1. "A" Company, 3rd Bn., 9th Jat Regiment.	60
2. "C" Company, 3rd Bn., 9th Jat Regiment.	50

Inter-Company and Battery Knock-
Out Match.

	Pts.
1. Headquarters Wing, 3/9th Jat Regiment.	60
2. "B" Company, the South Wales Borderers.	50

The Hong Kong dollar was quoted
at 15.3d. yesterday.

Two cases of small-pox and one
of cerebro-spinal fever were report-
ed on Thursday.

The P. & O. s.s. Corfu has been
delayed by fog and will therefore
sail at 4 p.m. to-day instead of noon
as previously advised.

Sir Robert and Lady Ho Tung,
together with their daughter, Irene,
are leaving to-day on board the
P. & O. s.s. Corfu for Europe and
England for an extensive tour.

The tenth annual dinner of the
Queen's College Old Boys' Associa-
tion will take place on Saturday,
April 16, at 8 p.m. in the Hall of
the College.

Among the passengers who left
yesterday by the Empress of Canada
were the Hon. Mr. and Mrs. C.
Gordon Mackie, Rev. H. V. M.
and Master Koop and Mr. and
Mrs. H. van Schreyen.

A child of five, living in a house
in Lanch. Street, Mong Kok, died
from injuries received when her
clothing caught fire from a spirit
stove which the child accidentally
upset while playing.

HONG KONG STOCK
MARKET.YESTERDAY'S OFFICIAL
QUOTATIONS.

A somewhat quieter tone prevail-
ed at yesterday morning's session,
but there was no material change
in rates.

New Listing.

Benguet Exploration.

Sales.

Union Insurance \$470/475.
Providents (Old) \$4.95.
Hotels (Cum. Rights) \$133.
Ewo Cottons Tls. 14.35.
Hong Kong Trams \$22.
China Lights (Old) \$21.
Hong Kong Electric \$73/74.
Telephones (P.P.) \$24.
Cements (Combined) \$18.
Dairy Farms \$28.90.

Buyers.

Hong Kong Banks \$1,520.
Union Insurance \$470.
Benguet \$13 ex div.
Rauba \$38.
Wharves \$143.
Providents (Old) \$4.80.
Providents (New) \$24.
Hotels (Cum. Rights) \$13.55.
Hotels (Rights) \$2.60.
Hong Kong Lands \$78.
Hong Kong Realities \$11.10.
Chinese Estates \$95.
Ewo Cottons Tls. 14.75.
Hong Trams \$21.
Peak Trams (Old) \$15.70.
China Lights (Old) \$21.35.
China Lights (New) \$20.
Hong Kong Electric \$74.
Telephones (P.P.) \$24.
Cements (Combined) \$18.
Watsons (Rights) \$3.
Amusements \$21.
Constructions (New) \$1.00.
Government Loans 3 1/2 per cent.
premium.

Sellers.

International Assoc. Tls. 4.
Hotels (Cum. Rights) \$13.60.
Malabon Sugars \$21.
S.C. Enterprises \$10.
WEEKLY REPORT.

Taken all in all, rates show a
substantial advance in the past
week, as compared with the week
previous.
Utilities, Industrials, Lands and
Hotels were active markets during
the period, and the medium of a
large turnover both for cash and
forward.

The close is quietly steady, with
the demand for some sections still
unsatisfied.
Sales During the Week.

Hong Kong Banks \$1,490 to
\$1,500.
Union Insurance \$470 to 475.
Underwriters \$4.10.
Rauba \$37.
Hong Kong and Kowloon Wharves
\$143.
Hong Kong and Whampoa Docks
\$20 to \$22.
Providents (Old) \$4.85 to \$4.95.
Hong Kong Hotels (Cum. Rights)
\$13 to \$13.60.
Hong Kong Lands \$77 to \$77 1/2.
Hong Kong Realities \$10.90 to
\$11.10.
Hong Kong Tramways \$21 to \$22.
Peak Trams (Old) \$15.60.
Star Ferries \$22.
China Light (Old) \$21 to \$21 1/2.
Hong Kong Electric \$73 1/2 to \$74.
Telephones (P.P.) \$24.
Cements (Combined) \$18.
Hong Kong Ropes \$19 cum. div.
Hong Kong Ropes \$15 ex div.
Dairy Farms \$28.60 to \$29.
Watsons (Rights) \$3 to \$3.60.
Wm. Powell's \$3.05.
Amusements \$22.
Constructions (New) \$1.00.
Ewo Cottons Tls. 14 1/2 to Tls. 14.85.

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clothing caught fire from a spirit
stove which the child accidentally
upset while playing.

SENIOR CROWN AGENT

SIR WILLIAM F. GOWERS
APPOINTED

[BRITISH WIRELESS SERVICE.]

Rugby, April 7.
Sir William Frederick Gowers
has been appointed Senior Crown
Agent for the Colonies in the place
of Sir Henry C. M. Lambert, who
is retiring.

Sir William Gowers has been
Governor of the Uganda Protec-
torate since 1925. He entered the
Colonial Office in 1902, served with
the Cameron Expeditionary Force
in 1905-10, and was appointed
Lieut.-Governor of Nigeria in 1921.
Sir Henry Lambert has been
Senior Crown Agent since 1921,
prior to which he was for some
years Assistant Under-Secretary of
State for the Colonies.

Colonel Fleming has been ap-
pointed Fourth Crown Agent for
the Colonies and Engineer-in-Chief,
in succession to Colonel Sir James
Cummiel, who is shortly retiring.

TEN ROUNDS WITH
CARNERAMcCORKINDALE IN THRILL-
ING FIGHT

[THROUGH REUTER'S AGENCY.]

LONDON, April 7.
At the Albert Hall to-night, in
a ten rounds contest, the South
African champion, McCorkindale,
went the full distance with Primo
Carnera, the Italian giant.

It was a fight full of thrills and
the Italian gained the decision on
points.

Champion in Trouble.

It was learned to-night that Al
Foreman has been deprived of his
lightweight title for refusing to
comply with certain regulations of
the Boxing Board of Control.

PRINCE PLAYS IN GOLF
COMPETITIONBEATEN ON LAST GREEN IN
FOURTH ROUND

[BRITISH WIRELESS SERVICE.]

Rugby, April 7.
After winning his first three
matches, the Prince of Wales was
defeated in the fourth round of the
Junior Handicap knockout competi-
tion in the annual meeting of the
Royal Navy and Royal Marines
Golfing Society at Sunningdale to-
day.

The Prince was eliminated after
a great struggle with Surgeon-
Commander Cameron, who won on
the last green by one hole.

Government Loans 4 1/2 per cent.
premium.

CLOSING RATES.

Buyers.

Hong Kong Banks \$1,525.
Underwriters \$4.
Providents (Old) \$4.35.
Ewo Cottons Tls. 14.85.
Telephones (P.P.) \$24.
Amusements \$22.

Sellers.

Hong Kong Ropes \$19 ex div.
SHANGHAI STOCKS.

Received by cable by Messrs.
Carroll Bros.—
Ewo Cotton Mills, Ltd., Tls. 14.80.
Shanghai Land Investment Co.,
Tls. 24.10 ex div.
Shanghai Electric Construction
Co., "Bearer" Tls. 30.30.

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EXCELLENT
AND
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If not satisfied your money back.

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Eyes Tested Free of Charge.
Glasses Guaranteed for 3 Years.No. 11, WING LOK STREET, EAST.
(Opposite The Sun Co.)
Telephone 28864.INDECENT ASSAULT
CASE.INDIAN GUARD FOUND
NOT GUILTY.

BLACK'S LINKS INCIDENT.

The case in which Anayat Hussan,
Shah, an Indian guard, was charged
with indecently assaulting a
married woman named Ng Yung
on the morning of March 3 at
Black's Links, was concluded at the
Central Magistracy yesterday
when Mr. W. Schofield discharged
the defendant.

It was alleged at the initial
hearing that the complainant, to-
gether with an older companion, was
chased by the defendant for about
half a mile along Wong Nei Chong
Gap. After catching up with them,
the defendant was alleged to have
pushed the older woman over the
bank into the jungle and then to
have caught hold of the younger
woman, and dragged her into the
hillside by an old magazine where,
it was alleged, the assault was com-
mitted.

At yesterday's hearing Mr. Hin
Shing Lo, for the defendant, stated
that there was no case for his client
to answer, as the medical evidence
given by Dr. G. H. Thomas had
been in the negative and further
more what the complainant had said
was not corroborated by her com-
panion.

After some

DANUBIAN CONFERENCE ENDS IN STALEMATE

POLITICAL FINESSING CAUSES FURTHER ENTANGLEMENT

FRANCE FREELY ADMITS DEFEAT

[REUTER AND BRITISH WIRELESS.]

PARIS, April 8. THE FOUR-POWER CONFERENCE HAS FAILED. THIS IS THE FRANKLY DISAPPOINTING CONCLUSION, COME TO BY FRENCH COMMENTATORS, WHEN POINTING OUT THAT FRANCE WENT TO LONDON ARMED WITH A LOFTY PRACTICAL SCHEME WITH MONEY IN HER POCKETS, BUT LOST THE CAUSE WHICH WAS NOT EVEN HER OWN.

EVEN IF A LAST-MINUTE FORMULA IS FOUND IT IS OPINED THAT FRANCE'S POLICY HAS RECEIVED A COMPLETE REBUFF.

THE MATIN'S LONDON CORRESPONDENT BITTERLY ADMITS THAT NEVER, PERHAPS IN THE WHOLE HISTORY OF FRENCH DIPLOMACY, HAS DEFEAT BEEN SO FREELY ADMITTED BY WELL-INFORMED CIRCLES.

THE ONLY HAPPY RESULT IN FRENCH EYES IS THE RESTORATION OF FRANCO-BRITISH HARMONY.

"TOO COMPLICATED A PROBLEM FOR SOLUTION IN THREE DAYS"

LONDON, April 8. The Four-Power Conference broke up 11.30 a.m., being unable to agree to a plan for the economic rehabilitation of Danubian countries.

A final communiqué stresses that the Powers have agreed that prompt concerted action by Danubian States and other countries is required for placing Danubian States on a sound basis, as a first step towards economic restoration in Europe.

As a result of the deliberations of the Conference, a number of economic points have emerged demanding further examination. As important League meetings at Geneva, next week, would prevent, in any case, a continuance of the Conference, all four Powers will continue to exchange views on the points reserved and the best mode for further progress.

It is clear that the bright hopes for the speedy salvation of Danubia are frustrated, but out of a mountain effort a mouse achievement may yet result from diplomatic exchanges and League economic discussions.

The British Delegation made most strenuous efforts to conciliate the divergent viewpoints.

Relative to the failure, it is generally admitted that Signor Grandi declared at its finish: "We all have done our best," while Von Bülow, the chief German delegate, said: "I feared from the first it was too complicated a problem for solution in three days."

QUESTIONS TO BE AGAIN DISCUSSED NEXT WEEK?

LONDON, April 8.

The utmost cordiality characterized the Four-Power Danubian Conference, but the game of pull-and-push was nevertheless played brilliantly in accordance with traditions centuries old in European rivalries, and political finessing further entangled the economic difficulties with which Danubia is beset, hence the stalemate.

Though all agreed most urgent measures are essential to save Danubia from bankruptcy, the main problems were not even touched by the Conference, which was wrecked because the delegates at the Conference were unable to agree whether there should be a tariff federation between the five Danube States or distinct treaties between each State and third parties.

Both proposals would require the assent of countries throughout the world which have most favored national understandings with Danubia.

While some European politicians continue to suspect each other of Machiavellian designs, a brilliant book "Recovery," by Sir Arthur Salter, head of the Financial and Economic Section of the League of Nations, appeared to be marshalling the facts, economic and political, which contributed to the present crisis and presenting two alternatives for European civilization; either the realisation of ideal collective security, or the growth of Military alliances and universal war. Sir A. Salter stresses the enormous damage by irresponsible lending by private financial groups.

It is noteworthy in this respect that the late Mr. Krueger loaned the Danube States about £20,000,000.

Heads of Committee Divided.

LONDON, April 7.

The Four-Power Conference is coming to an end in London tomorrow with no prospect of an agreement before adjournment.

The announcement does not mean that negotiations have broken down. The issues are to be taken up again, probably at Geneva, where the delegates will meet next week at the Disarmament Conference.

The Committee of the heads of the conference found itself evenly divided. Two of the Powers were prepared to arrive at an agreement immediately. The other two, while willing to advance matters as quickly as possible, were unable to give definite replies on some of the points raised.

More Information Needed.

It is believed that a unanimous agreement is still possible, but information is required which will take more than a few hours to collect.

The main point of discussion is stated on good authority to be the suggestion that certain Powers should waive their rights under the "most-favoured-nation" clauses of their treaties with the Danubian States.

It is understood that the Committee agreed in principle that the Danubian States must be placed upon a self-sufficing basis and that the help given must be such as to enable the States to develop without further outside assistance.

There was complete accord that more outside help would not be sufficient to prevent the States from collapsing and that the States themselves must reach an agreement in regard to their future welfare.

It appears that Italy and Germany contended that the Conference would be valueless unless the Danubian States were represented thereon and it was claimed that both Italy and Bulgaria should be included in the Danubian States.

The opinion was also expressed that many other countries are interested in the trade of the Danubian States, the interests of which are so complex that no proposal would suit them all.

Official Communiqué.

The following communiqué was issued after to-day's sittings: The Committee appointed by the Four-Power Conference, yesterday sat both this morning and this afternoon at the Foreign Office and examined in detail the main proposals put forward at the Conference. A Report of the proceedings will be made to the Conference at its meeting to-morrow morning at ten o'clock.

It is understood that during to-day's long discussions, the delegates found problems arising which some of the Governments represented require to consider further before committing themselves to any definite attitude.

Consequently, the Conference will to-morrow adjourn, arranging to resume at a later date, possibly at Geneva, or, if more convenient some other continental centre.

One Agreement.

The adjournment is not likely to be of long duration because all the

"HONOUR SLAYING" TRIAL

JURY NOT YET SWORN IN.

[THROUGH REUTER'S AGENCY.]

HONOLULU, April 8.

The Jury for the Fortesque "Honour Slaying" trial has not yet been sworn in. Those summoned are six Americans, three Chinese, one Portuguese, one German and one Hawaiian.

OTTAWA CONFERENCE

BRITISH TRADE ADVISERS TO ATTEND

[REUTER'S SPECIAL SERVICE.]

LONDON, April 8.

In pursuance of his policy of having all sections of British trade represented at the Imperial Conference at Ottawa, Mr. Thomas received a deputation from the Trade Union Congress and invited them to appoint two delegates. Mr. Bromley who led the deputation expressed keen appreciation.

Earlier in the day Mr. Thomas saw representatives of British Trade and Shipping Federations, who similarly welcomed the invitation to appoint representatives.

RUSSIA, April 7.

The Dominions Secretary, Mr. J. H. Thomas, to-day informed a deputation of the British Committee on Empire Trade that the Government had decided to appoint trade advisers to the United Kingdom delegation attending the Ottawa Conference. The deputation expressed its gratification and promised its assistance and co-operation.

Mr. Thomas later invited a deputation from the Trade Union Congress to nominate two representatives to accompany the United Kingdom delegation.

U.S. AND RUBBER CRISIS

A DICTATORSHIP FAVOURED

[REUTER'S AMERICAN SERVICE.]

NEW YORK, April 8.

"A one-man dictatorship" as a means of revitalizing the rubber industry of the United States has been virtually agreed to by leaders of the rubber and allied industries.

THE LIKELY DICTATOR

[THROUGH REUTER'S AGENCY.]

NEW YORK, April 8.

The only circumstance for holding back the appointment of a dictatorship is said to be the lack of certainty whether it could be done without violating the Sherman Anti-Trust Act.

Lawyers are now considering the problem. Mr. George Bishop, president of the Continental Shares Corporation, whose company is substantially interested in leading rubber companies' shares, is likely to be appointed if the post is created.

four powers are agreed at least upon the urgency of the Danubian problem.

Meanwhile, the Governments will be able to study the questions at issue in relation to their own individual interests and in the interval, further information and data not at the disposal of the present Conference will be collected.

An agreement was not obtainable to-day because the delegates found themselves unable to give a definite reply in certain essential points, the main issue being whether the Governments represented would be willing to waive their rights in order to permit the Danubian States a little more freedom to make customs and fiscal arrangements.

British View.

The British Government take the view that rigid insistence on most favoured-nation rights by the great Powers must necessarily impede any measures which the Danubian States can adopt to restore the flow of normal trade. The different economic interests of the different states concerned has proved one of the obstacles which the conference so far has failed to overcome.

The British and French proposals have been taken as the basis of discussion during the Conference and various alternative suggestions have been put forward by German and Italian delegates. The difficulties encountered are not considered insuperable and British circles are still hopeful that an agreed plan will before long be evolved.

PREMIER LANG DEFIANT

LOCKS UP ASSESSMENT PAPERS

Tax Collection Dislocated

[THROUGH REUTER'S AGENCY.]

SYDNEY, April 8.

There was a comic interlude in the political legal fight to seize the New South Wales' revenue, when Premier Lang, replying to the Federal Government's proclamation, padlocked the Income Tax Office where the Assessment Papers are stored (placing the key in his own pocket) and stopped any future issue of assessments. He dismissed part of the staff and sent others on holiday.

Premier Lang's action will not only dislocate the collection of State Tax but the greater portion of Federal Taxes which the State assesses and collects under agreement with the Commonwealth. Mr. Lang's attitude to the Federal Government is now apparently: "Your next move?"

REVOLUTIONARY AGITATION

SERIOUS STATE IN NORWAY

[REUTER'S SPECIAL SERVICE.]

OSLO, April 8.

Something will have to be done to check revolutionary propaganda, declared the Minister of Defence, General Quisling, in announcing the discovery of documents showing that revolutionary agitation in Norway was financed by a foreign Power to the extent of Kr. 600,000 in 1929, comprising certain labour leaders and proving the traffic had been going on for many years.

INTERNATIONAL LABOUR OFFICE

INCREASE IN FEES OPPOSED

[THROUGH REUTER'S AGENCY.]

GENEVA, April 7.

An increase in the contributions to the International Labour Office of the League of Nations was proposed by Mr. Jouhaux (France) on behalf of the workers' group at a meeting of the Governing Body of the Office to-day.

He declared that the contributions by the States were extremely small when compared with the amount spent on armaments. The employers' group pointed out that the industries of the States were unable to support any further taxation.

The British and German Government delegates adopted a negative attitude towards the proposal.

CARGO THEFTS AT ANTWERP

HEAVY LOSS TO SHIPPERS

[THROUGH REUTER'S AGENCY.]

ANTWERP, April 7.

A series of mysterious thefts, involving losses running into thousands of pounds, and occurring at a variety of places, have caused the police to issue a warning to world ports in the belief that an international gang is at work.

The particular bent of the gang is the pilloaging of the cargoes of steamers bound for Australia, America and Japan. Enormous losses have been suffered in recent months.

At Antwerp, eight arrests have been effected, two of the culprits being women. It is alleged by the police that the prisoners were discovered emptying packing cases of their contents and filling them up with ashes to allay suspicion of tampering.

INDIAN CONGRESS DEFIANT

PREPARATIONS FOR CONFERENCE

[THROUGH REUTER'S AGENCY.]

ALLAHABAD, April 7.

Despite the Government's decision prohibiting the annual session of the Indian National Congress, Pandit Malaviya, the veteran Nationalist leader, in a statement to the Press, said it was hoped that the Conference would be held at Delhi on the 24th instant.

ATTEMPTED PIRACY

S.S. CHUNG ON RUNS GAUNTLET

[From Our Own Correspondent.]

CANTON, April 8.

According to a report from Wuchow, received here to-day, an attempted piracy was made on the s.s. Chung On, on the Hong Kong.

Wuchow run, last Tuesday morning at about 6 o'clock in the vicinity of Chungchuan, while she was on her way back to Hong Kong. A score of bandits in ambush on both sides of the river, armed with rifles and Mausers, ordered the vessel to stop forthwith for search "for contraband of war." A large white banner bearing the Chinese characters Wai Lit Tong, meaning "The Terrible and Fierce Organization," was posted on the bank close to the water edge. Such a sign showing the name of their organization was evidently meant to inspire terror in the captain and crew of the boat.

The vessel refused to comply with the order of the bandits and steamed ahead as full speed, hoping to pass the outlaws, who at once opened fire. The 12 or so guards on board the boat returned the fire, and for a while there was a most spirited exchange of fire. The bandits were unable to do anything more than to scratch the steel plates of the ship. After several minutes the boat was well out of danger. No lives were lost, and only slight damage was inflicted on the boat.

OBITUARY

LORD NORTH: ENGLAND'S OLDEST PEER

[THROUGH REUTER'S AGENCY.]

LONDON, April 8.

The death has occurred of Lord North, at the age of 96 years. He was England's oldest Peer, and his godmother was Queen Adelaide, wife of William IV.

The eleventh holder of the title, which was created in 1834, Lord North succeeded thereto in 1894. He owned about six thousand acres of land.

The heir is Lieut.-Col. the Hon. W. E. J. North, who was born in 1830. He joined the Norfolk Regiment at the outbreak of the Great War, serving with them in France, where he later commanded the 26th Royal Fusiliers.

BRITISH CREDITS

ONLY FIXED DATE LOAN OUTSTANDING

[BRITISH WIRELESS SERVICE.]

RUGBY, April 7.

Questioned in the House of Commons as to the date by which it would be found possible to repay the remaining balances of the credits obtained last Autumn by the Treasury from France and the United States, Major Elliot, Financial Secretary to the Treasury, said that since the repayments made at the end of last month, the remaining part of the American credit, namely twenty million dollars, had been repaid. The right to re-borrow had been retained until the anniversary of the original credit, August 23.

There now remained outstanding only the loan of 2,500 million francs from the French public which was not repayable before the date of maturity in September.

MILITARY PLOT IN CHILE

RUN ON CENTRAL BANK

[THROUGH REUTER AND BRITISH]

LONDON, April 7.

Messages from Santiago de Chile indicate that the political situation there is grave following the abandonment of the gold standard.

Martial law was ordered throughout the country last night following a serious run on the Central Bank.

A military plot to capture the Presidential Palace has been discovered and Congress is sitting in secret session to consider the situation.

S'HAH PEACE CONFERENCE SAVED FROM COLLAPSE

SIR MILES LAMPSON EXERCISES HIS MEDIATING INFLUENCE.

ISSUANCE OF STATEMENT BY EACH PARTY SUGGESTED

[THROUGH REUTER'S AGENCY.]

SHANGHAI, April 8.

The Sino-Japanese Conference was saved from collapse on Thursday afternoon by last minute efforts exercised by the British Minister.

The continued failure to reach agreement on the question of a time limit for Japanese withdrawal nearly wrecked the Conference, when Sir Miles Lampson suggested the issuance of a statement by each party.

He suggested the Japanese statement should express the hope that withdrawal would be completed within six months, if not sooner.

The Chinese statement to declare that the spirit of the League's Resolutions will be unfilled until a complete withdrawal is carried out.

Finally it was agreed to submit such statements to their respective Governments.

The Conference then adjourned until Saturday morning.

FOREIGN POLICING OF CHINA

QUESTION IN HOUSE OF COMMONS

[THROUGH REUTER'S AGENCY.]

LONDON, April 7.

The policing of China by the League of Nations in order to stamp out bandits was urged by Mr. E. Macquisten, a Conservative M.P. in the House of Commons to-day.

He proposed that small police forces recruited from various members of the League should be selected, each to operate in a prescribed area.

China's Initiative Needed.

Captain Anthony Eden, the Under-Secretary of State for Foreign Affairs, replied that Sir John Simon was not prepared to propose the scheme. The initiative in a matter of this kind obviously rested with the Chinese Government.

Mr. Macquisten's suggestion that many potential police leaders for China were willing to serve without pay brought a recitation of Captain Eden's reply.

BANDITS ENTER ERTAOKOU

TOWN REPORTED TO BE AFLAME

[THROUGH REUTER'S AGENCY.]

TOKYO, April 8.

A message from Seoul to the Press says that the town Ertakou, Chientao, is aflame, following a bandit attack early this morning.

Thirty-eight Japanese police are fighting desperately, according to a message received at the Consulate at Toutsakou from where a detachment of police troops were hurriedly despatched to the scene.

PLOT TO UNDERMINE NEW ADMINISTRATION

Tokyo, April 8.

A message from Harbin states that the police in the eastern special territory arrested a number of Chinese, including Communists, who organized Chinese Eastern Railway employees and plotted to undermine the new administration in Manchuria.

Grenades and bombs were discovered in several places at Harbin.

The Soviet Consul-General has strongly protested against the arrest of Soviet subjects.

JAPS. APPEAL FOR MILITARY PROTECTION

HARBIN, April 8.

The evacuation of rolling stock and supplies to Russia was discussed at a four-hour meeting of the Board of the Chinese Eastern Railway, yesterday, when no result was reached.

The Board is re-meeting to-morrow.

It is reported that grain warehouses in Andachan were attacked, yesterday, by bandits who took as prisoners four watchmen. The bandits retreated when attacked by Manchukuo troops.

The Manchukuo forces holding Hengtaohotze evacuated yesterday, and a large force of old-Kirinites are reported to be approaching the city. Japanese residents have appealed for military protection.

CHINESE MARITIME CUSTOMS

SHOULD NOT BE TAMPERED WITH

[THROUGH REUTER'S AGENCY.]

LONDON, April 8.

It is essential in the interest of Chinese foreign creditors that the administrative integrity of the Chinese Maritime Customs should not be tampered with in any way, declares Mr. Lo, the Chinese Minister to Denmark, in a letter given prominence in the Manchester Guardian.

After a lengthy review of the Customs' history, Mr. Lo declares it is the settled policy of Japan to deprive China of her control of the Manchurian Customs.

Japan's ruthless wanton aggression at Shanghai has already played havoc with Domestic Bonds, and a blow at the Customs, "the backbone of Chinese finance," would be disastrous to loan issues at home and abroad.

Stressing the international aspect of the question, Mr. Lo says that interested Powers should make their attitude unmistakably clear, and adopt appropriate steps forthwith to prevent Japan confronting the world again with a fait accompli before it is too late.

UNITED STATES AND DISARMAMENT

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, April 7.

A number of changes in the original nine-point disarmament plan advanced by the United States at Geneva is now contemplated, according to Mr. H. L. Stimson, who is leaving for Europe to-morrow.

He stated that the prospective alterations have already been discussed by the Cabinet, the object being to harmonise the American plan with the programmes of other Powers.

He denied reports which have been published in Washington to the effect that he proposed to take up the position that the United States would be unable to reduce armaments while Japan is still in Manchuria.

Sports News

SEASON TICKET OR WOODLAND STAG?

RETURN MATCH AT HAPPY VALLEY THIS AFTERNOON.
WILL THE RECORD BE LOWERED?

SITTING BULL FAVOURITE FOR THE AGGREGATES.

[By "MORNING DEW"]

The return match between Season Ticket and Woodland Stag takes place this afternoon, the race being over seven furlongs. Two weeks ago, Season Ticket was decidedly better than Woodland Stag, but with a few pounds extra in weight, it will be interesting to see what the result will be.

One can only hope that the weather will not mar what promises to be an excellent afternoon's sport. There are ten races on the card and, with heavy entries, once again big fields and keen finishes should be the order of the day.

Several of the best ponies are resting during the meeting, and although they are entered, are not taking the field. Human, Don, Princess Hall and Bistre, all winners at the last meeting, are not starting to-day.

INTERESTING RACE FOR "B" CLASS.

In the opening races of the day, the two rivals, Season Ticket and Woodland Stag are due to meet again, this time over seven furlongs. As the former has won over six furlongs and also over a longer race than this afternoon's, there is every reason to think that he will win again to-day. Admittedly he will be giving five pounds in weight to last year's champion, but this should not tell on Season Ticket, who has found it such a simple matter to lower records hitherto held by Woodland Stag. The remaining eight entries for the first race do not impress, unless Polar Star is sent to the post and manages to get away with a decent start, which is highly improbable. In any case he is not likely to upset Season Ticket's chances.

Canton Handicap "B" Class.

The second race over a mile and a quarter is about the most interesting on the card. The Tiger, Nippy and Daylight Eve appear to have the best chances here, although many think that Tontine, Dee and perhaps Lanar Star stand equally good chances. In any case the betting is likely to be pretty even and no whatever one backs, one is sure to get a run for one's money. Daylight Eve ran a mile in a little over 2.02 at the last meeting and from the fact that he was ridden by a novice on that occasion, it is safe to say that the race was no fluke. The mile and a quarter ought to suit this pony which should certainly get a place, if not actually win. Nippy ran a very excellent race behind Bag and Baggie at the last meeting and on that form alone, he should be there at the death. The Tiger is very fit at the moment and if the race is not too fast at the outset, he has a distinct chance of winning. Tontine enjoys stable confidence, while Dee might redeem himself this afternoon for his two failures at the last meeting.

Swatow Handicap "D" Class.

This race over a mile and 171 yards for "D" Class ponies has been made very interesting by the manner in which the handicapper has apportioned the weights. Philanderer has been given top weight and has to concede ten pounds to Mistletree and eleven pounds to Chiu Quan. Philanderer will be Mr. Frost's mount, Chiu Quan will be ridden by Mr. Frouke and Mistletree by Ip Kui Ying. What a race is promised! I fear the ten pounds handicap conceded by Philanderer might tell on him, but on the other hand, the pony has been responsible for some very smart work and consequently may win in spite of the weight. Both Chiu Quan and Mistletree are good place bets.

Amoy Stakes.

This race for non-winning subscription winners is sure to attract a big field, but the issue, I am afraid, will be confined to three or possibly four ponies. The most prominent entry is of course Pochontas. The pony was placed on both occasions when he started at the last extra meeting and a win for him to-day is not improbable. Amoy enjoys a concession of six pounds in weight from Pochontas and this fact might prove to be the deciding factor in to-day's race as Amoy is also a very good candidate. Helvellyn finished half a length behind Amoy when these two last met and was so full of running that one feels confident he will put up a good show to-day. A place seems sure. A pony which is in very good condition at the moment, but which has not figured prominently

in recent races, is Sunbeam. If you are after a good outsider, back him!

New Bridge Handicap.

This race for "B" Class Australian ponies is over seven furlongs and here again the issue is very open. I don't think Anniverary Eve is likely to win, though he is quite a likely place-getter. But After That has 100 pounds to carry, but he is due for a win to-day and is worth following. Canny has a sporting chance of winning here as he is down to 140 pounds and The Rainbow also may upset calculations.

Second Aggregate Stakes.

Since Human is not starting in this event, Sitting Bull, with only 145 pounds on the saddle, is likely to get four points for his owner here. Bag and Baggie may or may not make a good show, the pony being an unknown quantity over a mile and a half. Sadko might put up a stiff opposition here, but over a mile and a half, Sitting Bull should be able to shake him off. Gold Key has been going great guns in the morning gallops, and much is expected of him, but he does not appear as a winner in this race.

Wuchow Plate.

Powhattan would have been a great danger here, but it is understood that the pony is not starting. In his absence there should be a good race between The Lion, Alexandra Hall and Hilo. On the whole The Lion appeals the most, although candidly Alexandra Hall or Hilo are capable of upsetting him if the ponies happen to be in the mood for a fast race. Gold Key too, should command a good deal of support if started, and Punch, if he goes out here instead of in the last race, which is unlikely, ought not to be overlooked.

Kongmun Stakes.

For "E" Class ponies, there is every likelihood of a fine tussle here between Pochontas and Highjinks. The former will be ridden by Mr. Ip Kui Ying and the latter by Mr. Frost. On paper there is little to choose between them because both ponies appear to be equally good. Highjinks, however, will be receiving three pounds from Pochontas and because of this and the fact that he has previously finished in front of Mr. Ip's mount, I tip him as the winner.

Taihan Handicap.

The novices event should produce a keen race between Orlando with Mr. Pung on the saddle and Lobster Bay, which is Mr. Botelho's mount. Needless to say Orlando will do all the running but 150 pounds might stay him a bit, and if Lobster Bay is not too far behind entering the straight, there ought to be a good tussle, with the advantage slightly in favour of Lobster Bay, but that of course depends greatly on how the race is going to be run. Imperial Hall has been very near getting a place lately and should be able to get a place to-day.

Canton Handicap.

The last race of the day, over a mile and a quarter for "C" Class ponies, should attract a fairly large field. Helter Skelter is in this race and has only 152 pounds, and if the distance does not prove too long for him, he will be very hard to beat. Doveron, who has been running very well and ought to be very near it at the finish, if he does not actually win, I don't know who will be riding King's Parade, but he is certainly a dangerous candidate here and an odd ticket on him would not be amiss.

(Continued on next column.)

FANLING GOLF.

STARTING TIMES FOR TO-MORROW.

New Course.
9.28 a.m. A. E. Gerondal and M. Barber.
10.00 Mrs. E. P. Fletcher and W. O. Prescott.
10.04 Mrs. W. C. Pyent and E. P. Fletcher.
10.32 A. Reid and T. R. Chassey.
10.36 H. G. Wallington and D. M. Richards.
10.40 Mrs. N. J. Perrin and Miss K. P. Curtin.

Old Course.
9.16-9.20 a.m.—Not to be booked by travellers on 9.28 train.
9.24 a.m. K. W. Jones and J. G. Dunbar.
9.28 B. D. Evans and R. W. Tapin.
9.32 C. E. Gahagan and J. Gardner.
9.36 A. D. Humphreys and R. C. Law.
9.40 J. B. MacDonald and D. Black.
9.44 E. McBryden and R. C. Webb.
9.48 A. E. Lissaman and W. C. Shields.
9.52 S. S. Perry and A. S. Coppin.
9.56 J. W. Alabaster and H. R. Remington.
10.00 J. B. Layton and J. A. R. Selby.
10.04 C. H. Rolfe and J. E. Robinson.
10.08 W. S. Hillier and J. Mandracchia.
10.12 W. D. Hughes and J. S. Dykes.
10.16 A. Kidd and H. W. M. Dulle.
10.20 Lieut. H. C. Gould and Col. R. B. Cousens.
10.24 G. A. Peiper and W. D. Harris.
10.28 N. J. Perrin and D. S. Edward.
10.32 H. H. Mundy and W. A. Stewart.
10.36 W. Woodward and N. K. Littlejohn.
10.40 T. J. Fenwick and S. J. H. Fox.
10.44 H. R. Sturt and C. C. Warren.
10.48 G. W. Sewell and Lieut. H. W. Dawkes.
10.52 W. D. Denham and C. W. F. Byoker.
10.56 R. W. Gardiner and H. S. Hills.
11.00 O. E. C. Marton and L. R. Andrewes.
11.04 A. B. Raworth and D. G. Bruce.
11.08 K. Mackenzie and C. J. D. Lag.
11.12 A. M. Parker and L. Yates.
11.16 W. A. Buttsfield and J. B. Atwell.
11.20 J. B. Ross and I. H. Geare.
11.24 P. S. Grant and Hon. Comdr. G. P. H. Hoie.
11.28 D. S. Robb and H. Lowe.
11.32 G. R. Horridge and W. Muleaby.
* Get caddies from Superintendent.

Punch, also, is shaping very well and might figure in the finish.

SELECTIONS.

Race 1.
Season Ticket.
Woodland Stag.
Friar Tuck.
Race 2.
Daylight.
Nippy.
The Tiger.
Race 3.
Philanderer.
Chiu Quan.
Mistletree.
Race 4.
Amoy.
Helvellyn.
Sunbeam.
Race 5.
But After That.
The Rainbow.
Canny.
Race 6.
Sitting Bull.
Sadko.
Gold Key.
Race 7.
The Lion.
Gold Ring.
Alexandra Hall.
Race 8.
Highjinks.
Pochontas.
Jupiter.
Race 9.
Lobster Bay.
Orlando.
Imperial Hall.
Race 10.
Doveron.
King's Parade.
Helter Skelter.

H.K.C.C. TENNIS TOURNAMENT.

DOUR STRUGGLE IN RE-PLAY.

S. A. RUMJAHN OVERCOMES M. W. LO.

Whatever fears the supporters of S. A. Rumjahn, the first Indian champion of the Colony, had for his entry into the final were set at rest yesterday, when on the Stand Court, he overcame M. W. Lo, who nearly eliminated him last Monday. He delighted his well-wishers by emerging successful in straight sets, 6-4, 6-4, 6-3, but in doing so he had to go through a match lasting for nearly two hours. He will now meet E. C. Fischer on Monday, to decide who shall gain the title.

The match on the whole produced a dour struggle in which both featured very creditably. The loser played much better than the score would indicate, and deserved better credit for his exhibition. Only the grim determination of the Indian prevented him from winning a set or perhaps taking the match to five sets. Lo showed up consistently, keeping a good length throughout and cleverly changing the pace and direction of his shots, many of which would normally have beaten most players, but Rumjahn's ability in retrieving deep well-placed shots robbed him of many a point, some of which being at important stages. However, that did not appear to disturb him, and he drew applause from the gallery by his smart cross court shots, those from his forehand especially taking Rumjahn by surprise, while he withstood Rumjahn's attack throughout very well.

Rumjahn proved to be in better form than on Monday. He served only one double fault throughout the match and controlled his shots well, his drives being a distinct improvement. Still it was obvious that he became a trifle reckless at different stages. He played an enterprising all round game, defended well and forced his way up to the net where he scored a good many points with his overhead work.

The Match.

Both fought hard for the first set, with the result that the struggle for points and games proved to be exciting. Lo's steadiness gave him the lead by the odd game up to 4-all. Rumjahn took a good many risks but was smartly beaten by Lo, especially when rushing to gain the net. The Indian, however, then broke through Lo's service for the first time, and securing the lead at 5-4, made sure of the set by holding his own.

Lo then showed up prominently, and by the forceful way he started the second set, it appeared that he would level the score. He captured four games, without losing any, by excellent control of his shots and accurate placements. This stage, however, proved to be the beginning of the climax of the match. Fighting with his back to the wall, Rumjahn settled down seriously to engage Lo in the sternest struggle seen so far this season for points and games. Both played good tennis, but the Indian showed his superiority by the way he gradually controlled Lo's games. Then he drove fiercely, volleyed with precision, smashed accurately and saved hard shots in spectacular manner. He thus not only crept up to Lo but went on to win the second set at 6-4.

Lo failed to check Rumjahn who snatched the first four games of the third set. It was a brilliant effort on the part of the Indian, but that apparently affected him physically, so that he dropped off somewhat, his shots becoming considerably weaker. When at 1-1, in his favour, Lo once more got the better of the exchanges, so that the score reached 3-3, with Lo's game excellent but the margin proved too big for the Chinese, Rumjahn winning the set at 6-3.

CLUB CHAMPIONSHIP.

In the final of the Club championship, Goldman scored a creditable victory in straight sets, winning the title for the first time.

RESULTS.

Yesterday's matches resulted as follows:—

Open Singles.
Semi-final: S. A. Rumjahn beat M. W. Lo 6-4, 6-4, 6-3.
Club Championship.
Final: L. Goldman beat A. L. Sullivan 6-1, 6-3, 6-1.
Handicap Singles "A."
Semi-final: S. E. Green (owe 15) beat A. H. Harkins (rec. 2/6) 7-6, 6-0, 6-4.
Handicap Singles "B."
N. Lampard (owe 3/6) beat A. H. Penn (owe 16) 6-2, 6-2.
Semi-final: C. C. Clarke (scr.) beat A. C. Beck (rec. 2/6) 6-2, 6-3.
Handicap Doubles.
J. Rodgers and G. T. Rogers (scr.) beat L. M. S. Lloyd and W. A. Noyes (owe 2/6) 6-3, 6-3.
Mixed Doubles.
Semi-final: H. Owen Hughes and Mrs. Martell Hall (owe 30) beat Redmond and Mrs. James (owe 30) 4-6, 7-6, 6-2.

HOME FOOTBALL.

ENGLISH LEAGUE TEAMS ALL PLAY TO-DAY.

LEADERS TRAVEL TO LEICESTER.

The Arsenal, who were defeated in mid-week at Sunderland, are again visitors to-day, their destination being Liverpool. Everton, the leaders, are travelling to Leicester. The following is the programme:—

Division I.
Aston Villa v. Manchester C.
Bolton v. Sheffield U.
Chelsea v. Blackpool.
Grimby v. Birmingham.
Huddersfield v. Everton.
Leicester v. Arsenal.
Liverpool v. West Brom.
Middlesbrough v. Sunderland.
Newcastle v. Portsmouth.
Wednesday v. Blackburn.
West Ham v. Blackburn.

Division II.
Bradford v. Bury.
Burnley v. Swans.
Charlton v. Bristol C.
Chesterfield v. Leeds.
Manchester U. v. Port Vale.
Notts Forest v. Bradford C.
Preston N.E. v. Barnsley.
Southampton v. Notts C.
Stoke v. Plymouth.
Tottenham v. Millwall.
Wolves v. Oldham.

Division III. (South).
Bournemouth v. Southend.
Brighton v. Exeter.
Bristol B. v. Northampton.
Clapton O. v. Luton.
Crystal P. v. Fulham.
Mansfield v. Brentford.
Norwich v. Coventry.
Queen's P.R. v. Reading.
Swindon v. Gillingham.
Torquay v. Cardiff.
Watford v. Thames.

Division III. (North).
Abercrombie v. Gateshead.
Carlisle v. Barrow.
Crawley v. Hull.
Doncaster v. Chester.
Huddersfield v. Lincoln.
Rotherham v. Halifax.
Southport v. Hartlepool.
Stockport v. Walsall.
Tranmere v. Darlington.
Wrexham v. New Brighton.

LOCAL FOOTBALL.

TWO LEAGUE MATCHES TO-DAY.

CHANGE IN MID-WEEK FIXTURES.

The Hong Kong Football League programmes to-day will be confined to two matches as follows:—

Division I.
(Kick-off at 4.45 p.m. sharp).
S.W. Borderers v. Club, Soekun-poo ground. Referee: P. O. Kirby.

Division II.
(Kick-off at 3.15 p.m. sharp).
R.A.O.C. v. Argylls, Soekunpoo ground. Referee: Mr. E. T. Ford, R.N.

Mid-Week Fixtures.
The Second Division game at

ranged to take place on Wednesday between the Argylls and the Borderers has been cancelled owing to the latter being unable to raise a team. A change is also announced in the venue for the other game which was fixed for Soekunpoo.

Wednesday's games according to the amended arrangements are as follows:—

Division I.
(Kick-off at 5.15 p.m. sharp).
Club v. Police, Club ground. Referee: P. O. Dibb.

Division II.
(Kick-off at 4 p.m. sharp).
12th Batt. v. R.A.O.C., H.K.F.C. ground. Referee: Mr. Lawrence.

H.K.F.C. Team.
The following team has been chosen to represent the H.K.F.C. 1st XI. against the South Wales Borderers:—Rodger, Strange and Foley; Ratton, Segal and Baldwin; Alexander, Duncan, Howe, Strange and Fowler. Reserve: Hyne.

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ABSENT-MINDEDNESS CAUSES A DEATH

(Reuter's Special Service.)

LONDON, April 7. The ghastly result of professional absent-mindedness was described at the inquest at Liverpool to-day into the death of a science-master, Mr. James Foote.

Mr. Foote was lecturing a class at the Walton Junior Technical School in the laboratory.

Apparently he felt thirsty and picked up a glass and drank its contents. He swallowed a beakerful of acid in mistake for water and fell down writhing in agony, dying within seconds.

The inquest was adjourned.

CAPTAIN HAWKS CRASHES

"HUMAN BULLET" INJURED

(Reuter's Special Service.)

New York, April 7. "The Human Bullet," as Captain Frank Hawks is popularly known on account of his extraordinary consistent speed flights, is lying in a critical condition at Worcester, Massachusetts, as the result of a serious crash.

One of the most famous speed pilots in the world, he has been remarkably immune from accident, but to-day his record-breaking machine failed him and crashed.

Hawks was dragged unconscious from the wreckage. His face had been badly crushed and his skull is injured.

Captain Hawks holds the American trans-continental air record while he fitted between European capitals last year at speeds which made the ordinary air mails seem like post-chaises.

ANOTHER ROYAL COMMISSION

TO INVESTIGATE BETTING LAW

(BRITISH WIRELESS SERVICE.)

ROBURY, April 7. The probable appointment of a Royal Commission to make a comprehensive survey of the laws relating to sweepstakes and lotteries was announced in the House of Commons to-day by the Home Secretary, Sir Herbert Samuel.

He said it was generally agreed that serious difficulties existed in the way of enforcing the present law regarding sweepstakes and lotteries. Events in the last two years had brought this to the notice of the authorities and the public. There were difficulties in connection with the enforcement of the law relating to street betting, and the totalisator, and from time to time new developments arose, such as betting on motorcycle and greyhound racing.

The Government had decided that revision of the law was needed and steps should be taken for the appointment of a Royal Commission with wide terms of reference as soon as possible.

SIR RICHARD SQUIRES WILL NOT RESIGN

(THROUGH REUTER'S AGENCY.)

LONDON, April 7. It is reported from Sir John Newland, that Sir Richard Squires has announced that he has no intention of resigning.

AMERICA'S 22,000 BANKS

SUGGESTED FEDERAL CONTROL

(REUTER'S-AMERICAN SERVICE.)

New York, April 7. A scheme to bring all of America's 22,000 banks under Federal control is being formulated by Mr. Eugene Meyer, Governor of the Federal Reserve Board, as a result of a recent agreement between Mr. Meyer and Senator Glass, Chairman of the Senate Banking Committee.

Mr. Meyer recently expressed the view that many failures of small banks would have been avoidable if there had been a unified system of control.

WHEAT QUOTA BILL

PASSES HOUSE OF COMMONS

(THROUGH REUTER'S AGENCY.)

LONDON, April 7. The essential part of the Government's scheme to relieve the depression in the agricultural industry was carried through to-night when the House of Commons passed by 368 votes to 165 the third reading of the Wheat Bill.

The Bill establishes a quota for foreign wheat and gives a guaranteed price for British growers.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Tergesta, Dodwell, April 9.
G. Meizinger, M.M., April 12.
Ganga, Dodwell, April 13.
Yasukuni Maru, N.Y.K., April 15.
G. Philipp, M.M., April 20.
Hakone Maru, N.Y.K., April 20.
Fusijama, Dodwell, May 3.
Porihos, M.M., May 10.
Suwa Maru, N.Y.K., May 14.
Conte Rosso, Dodwell, May 15.
Chenonceaux, M.M., May 24.
Fushimi Maru, N.Y.K., May 28.
Himalaya, Dodwell, June 1.
Athos II, M.M., June 7.
Hakozaki Maru, N.Y.K., June 11.
D'Artagnan, M.M., June 21.

ALEXANDRIA.

Pres. Hayes, Dollar, April 17.
Pres. Pierce, Dollar, May 1.
Pres. Monroe, Dollar, May 15.
Pres. Van Buren, Dollar, May 20.

ALGIERS.

Nagata, Gilman, May 5.
Nanking, Swedish, May 27.
Tamura, Swedish, June 27.

AMOI.

Anhui, B. & S., April 10.
Tsinan, B. & S., April 10.
Tsinan, B. & S., April 14.
Kutsung, J. M. & Co., April 17.
Sirdhana, M. M. & Co., April 22.
Yuenang, J. M. & Co., May 1.
Tilawa, M. M. & Co., May 5.
Saphia, M. M. & Co., May 10.
Talm, M. M. & Co., June 2.

AMSTERDAM.

Havel, Melchers, April 20.
Saarbruecken, Melchers, April 30.

ANTWERP.

Yasukuni Maru, N.Y.K., April 15.
Hakone Maru, N.Y.K., April 20.
Suwa Maru, N.Y.K., May 14.
Fushimi Maru, N.Y.K., May 28.
Bangalore, M. M. & Co., June 11.
Hakozaki Maru, N.Y.K., June 11.

AUSTRALIAN PORTS.

Change, B. & S., April 19.
Kamo Maru, N.Y.K., April 23.
Nellora, M. M. & Co., April 30.
Taiping, B. & S., May 20.
Kitsano Maru, N.Y.K., May 28.
Atsuta Maru, N.Y.K., June 28.

BALEIA.

Tsuyama Maru, N.Y.K., May 4.

BALI.

Tjibadak, J.C.J.L., April 12.
Asia, Manners, April 16.

BALTI PORTS.

Asia, Manners, April 17.
Malaya, Manners, May 2.
Africa, Manners, June 3.

BALTIMORE.

Glaucus, B. & S., April 12.

BANGKOK.

Hellas, Thoresen, April 10.
Kiangsu, B. & S., April 10.
Kwangtung, B. & S., April 14.
Malina, Manners, April 15.
Hellas, Thoresen, April 17.
Hirundo, Thoresen, April 24.
Hiram, Thoresen, May 1.

BARCELONA.

Saarbruecken, Melchers, April 30.

BATAVIA.

Tjikembang, J. C. J. L., April 19.

BETHYOUTH.

Lima Maru, N.Y.K., April 14.
Dakar, Maru, N.Y.K., June 16.

BOMBAY.

Tergesta, Dodwell, April 9.
Tokio Maru, N.Y.K., April 12.
Ganga, Dodwell, April 13.
Pres. Hayes, Dollar, April 17.
Rawalpindi, M. M. & Co., April 23.
Calcutta Maru, N.Y.K., April 20.
Pres. Pierce, Dollar, May 1.
Fusijama, Dodwell, May 3.
Rangpura, M. M. & Co., May 7.
Somali, M. M. & Co., May 14.
Conte Rosso, Dodwell, May 15.
Pres. Monroe, Dollar, May 15.
Chitral, M. M. & Co., May 21.
Pres. Van Buren, Dollar, May 20.
Himalaya, Dodwell, June 1.
Ranchi, M. M. & Co., June 4.
Bangalore, M. M. & Co., June 11.
Naldera, M. M. & Co., June 18.

BOSTON.

Glaucus, B. & S., April 12.
Pres. Hayes, Dollar, April 17.
Pres. Pierce, Dollar, May 1.
Japanese Prince, Furness, May 2.
Tsuyama Maru, N.Y.K., May 4.
Pres. Monroe, Dollar, May 15.
Chinese Prince, Furness, May 16.
Pres. Van Buren, Dollar, May 20.

BREMER.

Havel, Melchers, April 20.
Saarbruecken, Melchers, April 30.
Franken, Melchers, May 2.
Isar, Melchers, May 22.

BRENDISH.

Tergesta, Dodwell, April 9.
Ganga, Dodwell, April 13.
Pres. Hayes, Dollar, April 17.
Rawalpindi, M. M. & Co., April 23.
Calcutta Maru, N.Y.K., April 20.
Pres. Pierce, Dollar, May 1.
Fusijama, Dodwell, May 3.
Rangpura, M. M. & Co., May 7.
Somali, M. M. & Co., May 14.
Conte Rosso, Dodwell, May 15.
Pres. Monroe, Dollar, May 15.
Chitral, M. M. & Co., May 21.
Pres. Van Buren, Dollar, May 20.
Himalaya, Dodwell, June 1.
Ranchi, M. M. & Co., June 4.
Bangalore, M. M. & Co., June 11.
Naldera, M. M. & Co., June 18.

BRENN.

Kingyon, B. & S., April 9.
Kiangchow, B. & S., April 22.

BRINDISI.

Tergesta, Dodwell, April 9.
Ganga, Dodwell, April 13.
Pres. Hayes, Dollar, April 17.
Rawalpindi, M. M. & Co., April 23.
Calcutta Maru, N.Y.K., April 20.
Pres. Pierce, Dollar, May 1.
Fusijama, Dodwell, May 3.
Rangpura, M. M. & Co., May 7.
Somali, M. M. & Co., May 14.
Conte Rosso, Dodwell, May 15.
Pres. Monroe, Dollar, May 15.
Chitral, M. M. & Co., May 21.
Pres. Van Buren, Dollar, May 20.
Himalaya, Dodwell, June 1.
Ranchi, M. M. & Co., June 4.
Bangalore, M. M. & Co., June 11.
Naldera, M. M. & Co., June 18.

BRISBANE.

Change, B. & S., April 19.
Kamo Maru, N.Y.K., April 23.
Nellora, M. M. & Co., April 30.
Taiping, B. & S., May 20.
Kitsano Maru, N.Y.K., May 28.
Tanda, M. M. & Co., June 3.
Atsuta Maru, N.Y.K., June 28.

CAIRNS.

Change, B. & S., April 19.
Taiping, B. & S., May 20.

CALCUTTA.

Suisang, J. M. & Co., April 12.
Morioka Maru, N.Y.K., April 15.
Tajima, M. M. & Co., April 15.
Hosang, J. M. & Co., April 17.
Muran Maru, N.Y.K., April 20.
Takada, M. M. & Co., April 20.
Ganga Maru, N.Y.K., May 8.
Sirdhana, M. M. & Co., May 17.

CASABLANCA.

Isar, Melchers, May 22.
Bangalore, M. M. & Co., June 11.

CHETOO.

Nanning, B. & S., April 10.
Cheongshing, J. M. & Co., April 20.
Chipshing, J. M. & Co., April 24.

COLOMBO.

Tergesta, Dodwell, April 9.
G. Meizinger, M.M., April 12.
Tokio Maru, N.Y.K., April 12.
Ganga, Dodwell, April 13.
Yasukuni Maru, N.Y.K., April 15.
Pres. Hayes, Dollar, April 17.
G. Philipp, M.M., April 20.
Calcutta Maru, N.Y.K., April 20.
Hakone Maru, N.Y.K., April 20.
Saarbruecken, Melchers, April 30.
Pres. Pierce, Dollar, May 1.
Fusijama, Dodwell, May 3.
Franken, Melchers, May 9.
Porihos, M.M., May 10.
Suwa Maru, N.Y.K., May 14.
Conte Rosso, Dodwell, May 15.
Pres. Monroe, Dollar, May 15.
Isar, Melchers, May 22.
Chenonceaux, M.M., May 24.
Fushimi Maru, N.Y.K., May 28.
Pres. Van Buren, Dollar, May 20.
Himalaya, Dodwell, June 1.
Athos II, M.M., June 7.
Hakozaki Maru, N.Y.K., June 11.
D'Artagnan, M.M., June 21.

COPENHAGEN.

Asia, Manners, April 13.
Malaya, Manners, May 2.
Africa, Manners, June 3.

CRESTOAL.

Havel, Melchers, April 20.
Tsuyama Maru, N.Y.K., May 4.

DAIREN.

Chenai, B. & S., April 9.

DJIBOUTI.

G. Meizinger, M.M., April 12.
G. Philipp, M.M., April 20.
Porihos, M.M., May 10.
Somali, M. M. & Co., May 14.
Chenonceaux, M.M., May 24.
Athos II, M.M., June 7.
Bangalore, M. M. & Co., June 11.
D'Artagnan, M.M., June 21.

DUNKER.

Asia, Manners, April 17.
Malaya, Manners, May 2.
Africa, Manners, June 3.

EUROPE.

Pres. Hayes, Dollar, April 17.
Pres. Pierce, Dollar, May 1.
Pres. Monroe, Dollar, May 15.
Pres. Van Buren, Dollar, May 20.

FOOCHOW.

Cheongshing, J. M. & Co., April 20.
Chipshing, J. M. & Co., April 24.

GENOA.

Lima Maru, N.Y.K., April 14.
Pres. Hayes, Dollar, April 17.
Rameses, J. M. & Co., April 23.
Saarbruecken, Melchers, April 30.
Pres. Pierce, Dollar, May 1.
Leverkusen, J. M. & Co., May 4.
Nagata, Gilman, May 5.
Vogland, J. M. & Co., May 9.
Franken, Melchers, May 9.
Pres. Monroe, Dollar, May 15.
Ruhr, J. M. & Co., May 15.
Tokyo Maru, N.Y.K., May 18.
Burgeland, J. M. & Co., May 20.
Nanking, Swedish, May 27.
Pres. Van Buren, Dollar, May 20.
Dakar, Maru, N.Y.K., June 16.
Tamura, Swedish, June 27.

GIBRALTAR.

Yasukuni Maru, N.Y.K., April 15.
Hakone Maru, N.Y.K., April 20.
Suwa Maru, N.Y.K., May 14.
Fushimi Maru, N.Y.K., May 28.
Hakozaki Maru, N.Y.K., June 11.
GLASGOW.
Patroclus, B. & S., April 13.
Troilus, B. & S., April 24.
HAMBURG.
City of Potsburg, Bank Line, April 14.
Yasukuni Maru, N.Y.K., April 15.
Asia, Manners, April 17.
Anchises, B. & S., April 19.
Rameses, J. M. & Co., April 23.
Oregon Star, Dodwell, April 30.
Saarbruecken, Melchers, April 30.
City of Bagdad, Bank Line, May 2.
Malaya, Manners, May 2.
Leverkusen, J. M. & Co., May 4.
Vogland, J. M. & Co., May 9.
Franken, Melchers, May 9.
Somali, M. M. & Co., May 14.
Ruhr, J. M. & Co., May 15.
Tokyo Maru, N.Y.K., May 18.
Burgeland, J. M. & Co., May 20.
Nanking, Swedish, May 27.
Pres. Van Buren, Dollar, May 20.
Dakar, Maru, N.Y.K., June 16.
Tamura, Swedish, June 27.

LIVERPOOL.

Lima Maru, N.Y.K., April 14.
Troilus, B. & S., April 24.
Oregon Star, Dodwell, April 30.
Eleonor, B. & S., May 2.
Tokyo Maru, N.Y.K., May 18.
Dakar, Maru, N.Y.K., June 16.

LONDON.

Corfu, M. M. & Co., April 9.
Patroclus, B. & S., April 13.
City of Potsburg, Bank Line, April 14.
Yasukuni Maru, N.Y.K., April 15.
Asia, Manners, April 17.
Anchises, B. & S., April 19.
Rameses, J. M. & Co., April 23.
Oregon Star, Dodwell, April 30.
Saarbruecken, Melchers, April 30.
City of Bagdad, Bank Line, May 2.
Malaya, Manners, May 2.
Leverkusen, J. M. & Co., May 4.
Vogland, J. M. & Co., May 9.
Franken, Melchers, May 9.
Somali, M. M. & Co., May 14.
Ruhr, J. M. & Co., May 15.
Tokyo Maru, N.Y.K., May 18.
Burgeland, J. M. & Co., May 20.
Nanking, Swedish, May 27.
Pres. Van Buren, Dollar, May 20.
Dakar, Maru, N.Y.K., June 16.
Tamura, Swedish, June 27.

LOS ANGELES.

Pres. Hoover, Dollar, April 12.
Tai Shan, Dodwell, April 18.
Ginyo Maru, N.Y.K., April 19.
Pres. Jackson, Dollar, April 23.
Asama Maru, N.Y.K., May 4.
Pres. McKinley, Dollar, May 10.
Shinyo Maru, N.Y.K., May 15.
Heiyo Maru, N.Y.K., May 21.
Chichibu Maru, N.Y.K., June 1.

MACASSAR.

Tjibadak, J.C.J.L., April 12.

MANILA.

Tjibadak, J.C.J.L., April 12.
Emp. of Russia, O.P.R., April 14.
Pres. Hayes, Dollar, April 17.
Change, B. & S., April 19.
Kamo Maru, N.Y.K., April 23.
Emp. of Japan, C.P.R., April 29.
Nellora, M. M. & Co., April 30.
Saarbruecken, Melchers, April 30.
Pres. Pierce, Dollar, May 1.
Nagata, Gilman, May 5.
Pres. Monroe, Dollar, May 15.
Taiping, B. & S., May 20.
Nanking, Swedish, May 27.
Kitano Maru, N.Y.K., May 29.
Pres. Van Buren, Dollar, May 20.
Tanda, M. M. & Co., June 3.
Atsuta Maru, N.Y.K., June 28.
Tamura, Swedish, June 27.

MARSHALLS.

Corfu, M. M. & Co., April 9.
G. Meizinger, M.M., April 12.
Patroclus, B. & S., April 13.
Yasukuni Maru, N.Y.K., April 15.
Pres. Hayes, Dollar, April 17.
Cape St. Francis, Dodwell, April 18.
Anchises, B. & S., April 19.
Havel, Melchers, April 20.
Rameses, J. M. & Co., April 23.
Rawalpindi, M. M. & Co., April 23.
G. Philipp, M.M., April 23.
Hakone Maru, N.Y.K., April 30.
Pres. Pierce, Dollar, May 1.
Rangpura, M. M. & Co., May 7.
Vogland, J. M. & Co., May 9.
Franken, Melchers, May 9.
Porihos, M.M., May 10.
Somali, M. M. & Co., May 14.
Suwa Maru, N.Y.K., May 14.
Pres. Monroe, Dollar, May 15.
Chitral, M. M. & Co., May 21.
Isar, Melchers, May 22.
Chenonceaux, M.M., May 24.
Fushimi Maru, N.Y.K., May 28.
Pres. Van Buren, Dollar, May 20.
Ranchi, M. M. & Co., June 4.
Athos II, M.M., June 7.
Hakozaki Maru, N.Y.K., June 11.
Bangalore, M. M. & Co., June 11.
D'Artagnan, M.M., June 21.

ITALY.

Tergesta, Dodwell, April 9.
Ganga, Dodwell, April 13.
Fusijama, Dodwell, May 3.
Conte Rosso, Dodwell, May 15.
Himalaya, Dodwell, June 1.

JAPAN PORTS.

Friesland, J. M. & Co., April 10.
Lycan, B. & S., April 11.
Porihos, M.M., April 12.
Fushimi Maru, N.Y.K., April 16.
Isar, Melchers, April 18.
Ajaz, B. & S., April 17.
Kutsung, J. M. & Co., April 17.
Ruhr, J. M. & Co., April 17.
Tai Shan, Dodwell, April 18.
Ginyo Maru, N.Y.K., April 19.
Taigo Maru, N.Y.K., April 19.
Rangpura, M. M. & Co., April 20.
Chitral, M. M. & Co., April 21.
Emp. of Russia, C.P.R., April 29.
Glenbeg, J. M. & Co., April 22.
Kitano Maru, N.Y.K., April 22.
Nanking, Gilman, April 22.
Sirdhana, M. M. & Co., April 22.
Burgeland, J. M. & Co., April 22.
Chenonceaux, M.M., April 23.
Heian Maru, N.Y.K., April 23.
Nanking, Gilman, April 27.
Bangalore, M. M. & Co., April 30.
Yuenang, J. M. & Co., May 1.
Tsuyama Maru, N.Y.K., May 4.
Asama Maru, N.Y.K., May 4.
Glenapp, J. M. & Co., May 5.
Protelias, B. & S., May 5.
Ranchi, M. M. & Co., May 5.
Tilawa, M. M. & Co., May 5.
Conte Rosso, Dodwell, May 5.
Empress of Japan, C.P.R., May 9.
Tanda, M. M. & Co., May 6.
Athos II, M.M., May 10.
Shinyo Maru, N.Y.K., May 15.
Naldera, M. M. & Co., May 19.
Santhia, M. M. & Co., May 19.
Emp. of Asia, C.P.R., May 20.
Glenbeg, J. M. & Co., May 20.
Heiyo Maru, N.Y.K., May 21.
Tamura, Gilman, May 22.
D'Artagnan, M.M., May 24.
Hikawa Maru, N.Y.K., May 24.
Shutan, M. M. & Co., May 25.
Chichibu Maru, N.Y.K., June 1.
Kaisar-I-Hind, M. M. & Co., June 2.
Talm, M. M. & Co., June 2.
Empress of Canada, C.P.R., June 3.
Ixion, B. & S., June 4.
Nankin, M. M. & Co., June 6.
Andre Lebon, M.M., June 7.
Rajputana, M. M. & Co., June 18.
Felix Roussel, M.M., June 21.
Soudan, M. M. & Co., June 28.
Mantua, M. M. & Co., June 30.

MAURITIUS.

Cape St. Francis, Dodwell, April 18.
Tinhon, Bank Line, April 20.

MELBOURNE.

Change, B. & S., April 19.
Kamo Maru, N.Y.K., April 23.
Nellora, M. M. & Co., April 30.
Kitano Maru, N.Y.K., May 28.
Taiping, B. & S., May 20.
Tanda, M. M. & Co., June 3.
Atsuta Maru, N.Y.K., June 28.

MEXICO.

Ginyo Maru, N.Y.K., April 19.
Heiyo Maru, N.Y.K., May 21.

NAPLES.

Pres. Monroe, Dollar, May 15.
Yasukuni Maru, N.Y.K., April 15.
Pres. Hayes, Dollar, April 17.
Hakone Maru, N.Y.K., April 30.
Pres. Pierce, Dollar, May 1.
Suwa Maru, N.Y.K., May 14.
Fushimi Maru, N.Y.K., May 28.
Pres. Van Buren, Dollar, May 20.
Hakozaki Maru, N.Y.K., June 11.

NEWCHWANG.</

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s STEAMER "RANPUK"

ARRIVED HONG KONG on 6th APRIL, 1932.
FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six Hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

Consignees are specially notified that it is necessary for a Revenue Officer to be present at the examination of damaged dutiable cargo.

All Claims against the Steamer must be presented to the Underwriter on or before 28th April, 1932, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAORINSON, MACKENZIE & Co., Agents.
Hong Kong, 6th April, 1932. [2059]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.
The Steamship "BENNYFIN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., where and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th April, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 8th April at 10 a.m., by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 4th April, 1932. [2051]

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.
The Motor Vessel "SLAMER PRINCE" having arrived from the above Port on 5th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on Monday, 15th instant at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th instant will be subject to Rent.

NATIONAL STUD.

NOT TO BE SOLD—YET.

HORSES ESTIMATED TO BE WORTH £129,000.

It is learned that although the question of selling the National Stud at Tully, Co. Kildare, Ireland, has been under consideration, nothing will be done at present.

An official of the Ministry of Agriculture, who are responsible for the control of the stud, stated:

"The sale has been considered by the Government, but the matter has been deferred because the depression in the bloodstock breeding industry makes the time inopportune."

"The Stud has shown a considerable profit, over a period of years, but last year its progress was not maintained. This was ascribed to the general slump in bloodstock prices. For that reason it was considered that it would be false economy to sell the stud at a time when prices are so low."

"It is likely, however, that in the next few years the stud will be sold. Its position in the Irish Free State makes it very difficult for the British Government to exercise a satisfactory jurisdiction over it."

A Loss on the Year.
In the report of the Controller and Auditor General on the trading accounts for 1930, it is shown that the National Stud made a loss of £701.

The average price for 10 horses was £267, compared with £253 for 27 animals in the previous year. Since 1916, when the Stud was established, the net profit has been £118,182. The highest profit was in 1926—£38,401. In only three years have there been losses.

The Ministry of Agriculture, consider that £129,000 represented a fair estimated value of the bloodstock, if offered as a whole, at January 7 last year.

The Stud, which is one of the finest in the world, was presented by Lord Waverley, then Col. Hall Walker, to promote the need of light horses for the use of the Army. The Government paid £50,000 for the actual property, but the whole of the magnificent collection of thoroughbred sires, brood mares, yearlings, foals and horses in training was an absolute gift.

Some Great Horses.
Among the great horses bred at Tully since it has been a national concern have been Royal Lancer, Diligence, Blandford, Warden of the Marches and Endowment.

The policy of the director, Sir Henry Greer, has been to lease some of the yearlings privately, while others were sold at public auction.

Among those who have leased yearlings from the Stud are King George, Lord Lonsdale and the Aga Khan. The leased horses returned to the Stud at the end of their racing careers for further service as stallions and brood mares, if they were considered to be good enough.

Lord Lonsdale leased Royal Lancer and Diligence. With Royal Lancer he won the St. Leger at Doncaster and the Irish St. Leger. Diligence was a dead-heat in a notable Great Jubilee Handicap. Royal Lancer and Diligence are now stallions at the National Stud.

The King's Ill-Luck.
Both the King and the Aga Khan were out of luck in their ventures in leasing National Stud yearlings. The Aga Khan paid in 1926 £21,000 for two yearling colts by Hurry On—Eourie and by Silver—Blanch, respectively. The Eourie colt, which was named Feridoun, never won a race, but the other, named Silver Hussar, was a fairly useful colt, his successes including the Chesterfield Cup at Goodwood.

Sir Henry Greer managed the National Stud during the war years without any salary, but recently, he has been paid a small amount to cover his expenses. Formerly he was a noted owner and breeder of racehorses. He won the St. Leger in 1898 with Wildfowler.

The establishment comprises about 1700 acres of paddock and pasture.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles from United Kingdom due May 21.
Adriatic from New York April 11.
Ajax from Europe due April 17.

Bangalore from Europe, Bombay Straits due April 20.
Bonlawers from Europe and Straits due April 18.

Bhutan, from Europe, Bombay and Straits due May 28.
Change from Australia and Manila due April 12.

Chitral from Europe due April 20.
Diomed from Europe due April 25.
Emp. of Russia from Canada, U.S.A., Japan and Shanghai due April 14.

Gaelic Star from Europe April 20.
Ganga from Shanghai due April 13.
General Metzinger from Japan and Shanghai due April 12.

Hector from Europe due April 29.
Idomeneus from United Kingdom due May 14.
Kidderpore, from Bombay and April 26.

Kwangtung from Shanghai and Swatow due April 11.
Lycodon from Europe due April 10.

May 7.
Nalders from Europe and South due May 18.
Pres. Hayes from Australia and Manila, U.S.A., Honolulu, Japan and Shanghai due April 16.

Pres. Hoover from Manila due April 11.
Ranchi from Europe and Straits due May 4.
Santha from Calcutta and Straits due May 17.

Shunting from Shanghai Swatow due April 9.
Sirdhana from Calcutta and Straits due April 20.
Talamba from Japan via Amoy due April 17.

Talma, from Calcutta and Straits due May 31.
Tanda from Australia, Rabaul and Manila due May 4.
Tilawa from Calcutta and Straits due May 3.

Tjibaduk from Shanghai and Amoy due April 10.

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UNPUBLISHED POEM BY BURNS.

FOUND IN A GENERAL'S POCKET-BOOK.

A manuscript of what is believed to be an unpublished poem by Robert Burns is to be sold at Messrs. Sotheby's.

The first verse reads:
"But Calvin's fountain head they drank.
That was a feast!
The fulmar, wild-cat, brook and tod
Weel-ken'd his voice thro' a the wood:
He knew their ilka hole and road
Baith out and in.
And liket weel to shed their blude,
And sell their skin—"

Following this, on the 24 folio pages, is the autograph song, "On the great Recruiting in the year 17—during the American War," set to the "Tune of Gilliecrankie." This manuscript belonged to the late Mrs. Agnes Harriett Dunlop, a relative of Burns' great friend, Mrs. Dunlop, of Dunlop. It was found in a pocket-book belonging to General Andrew Dunlop, of Dunlop, who presided at the public meeting, seventeen years after the poet's death, to start the Memorial Fund in Dumfries.

An Immortal Song.
The late Mrs. A. H. Dunlop's property also includes an autograph manuscript of the Scottish bard's immortal song, "O my love's like the red, red rose." With this is a letter from Mrs. Dunlop, dated May 16, 1877, stating that this manuscript was found among the papers of Douglas Hamilton, of Arbigland, with various notes as to his early intimacy with Robert Burns during the poet's residence at Dumfries.

It was a practice of Burns to send autograph copies of his poems to his friends. Five years ago, a letter from Burns to Alexander Cunningham, containing a manuscript of the same song, brought £2,000.

In addition to these manuscripts there is, catalogued as the "property of a lady," a letter from Burns to the Rev. Mr. J. Kirkpatrick, of Dunacore Manse (1 November 1791).

Broadsides and Ballads.
Another interesting lot in this sale is a copy of the Geneva version of the English Bible, 1611, "The Book of Common Prayer," 1616, and "The Whole Book of the Psalms," 1624, bound together in green satin covered with 17th century needlework in brightly coloured silks. It is suggested that the binding was executed for James I. or Charles I.

In the sale of the concluding portion of the late Mr. G. Thorn-Drury's library at Messrs. Sotheby's a collection of broadsides and ballads mostly of the latter part of the 17th century, brought £600; and the manuscript of Sir J. Harington's "Epigram," specially written for presentation to Prince Henry, with unpublished dedication, June 19, 1603, made £185 (both Doherty).

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Hong Kong, 8th April, 1932. [2070]

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... (HAL) S.S. "VOGTLAND" ... 8th May
... (NDL) S.S. "FRANKEN" ... 9th May
17th Apr. ... (HAL) S.S. "RUHR" ... 15th May
24th Apr. ... (HAL) S.S. "BURGENLAND" ... 20th May
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SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 10th Apr. 10 a.m.
SWATOW, WINKAIWAI, CHENGTOO & TIENTSIN	"NANNING"	On 10th Apr. 10 a.m.
SWATOW & HANGKOW	"KIANGSU"	On 10th Apr. Noon
AMOI, SWATOW & SHANGHAI	"ANHUI"	On 10th Apr. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 10th Apr. 10 a.m.
HONGKONG & HANGKOW	"KWEIYANG"	On 14th Apr. 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 14th Apr. 5 p.m.
SWATOW & SHANGHAI	"KWANGTUNG"	On 14th Apr. 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZCHUEN"	On 17th Apr. 10 a.m.
SWATOW & HANGKOW	"KWANGCHOW"	On 17th Apr. Noon
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 18th Apr. 10 a.m.
AMOI & SHANGHAI	"TAIYUAN"	On 20th Apr. 5 p.m.
AMOI & SHANGHAI	"KINGYUAN"	On 21st Apr. 5 p.m.
HONGKONG, PAKHOI & HATPHONG	"KIANGCHOW"	On 22nd Apr. 5 p.m.
SWATOW, WINKAIWAI, CHENGTOO & TIENTSIN	"HUICHOW"	On 25th Apr. 10 a.m.

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CHANGTE	12th Apr.	19th Apr.	22nd Apr.	8th May
TAIPIING	16th May	23rd May	26th May	10th June
CHANGTE	19th June	26th June	29th June	13th July
TAIPIING	23rd July	30th July	3rd Aug.	17th Aug.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Wind	Weather	Barometer at Sea Level	Thermometer	Wind	Weather
	Inches	Millis.	Direction	Force	Inches	Millis.	Direction	Force
Wladivostok	29.79	758.6	SSW	2	29.77	756.2	NW	1
Nemuro	29.76	758.0	WSW	4	29.94	760.5	SW	1
Hakodate	29.74	755.5	W	4	29.88	759.0	ENE	1
Toho	30.02	752.5	SSW	1	29.84	758.0	...	0
Koshi	30.04	753.0	...	0	29.80	757.0	...	0
Nagasaki	30.02	752.5	NNE	1	29.80	755.5	N	1
Kagoshima	29.92	750.0	NE	2	29.84	758.0	NNW	3
Oshima	29.80	757.0	S	4	29.86	758.5	N	8
Naha	29.80	757.0	S	4	29.92	760.0	NNW	3
Ishigaki	29.88	758.5	W	2	29.92	760.0	NE	2
Bonin Island	29.88	758.5	ENE	1	29.90	759.5	S	2
Choshi	29.84	758.0	WSW	4	29.84	757.9	SW	4
Shanghai	30.00	759.0	NNE	2	30.08	763.4	...	0
Guthrie	30.03	762.5	...	0	30.10	764.5	...	0
Wenchow	29.94	757.9	SSW	2	29.95	761.5	ENE	2
Foochow	29.90	759.4	W	4	29.94	760.5	NE	2
Amoy	29.85	758.0	SW	2	30.02	762.8	E	1
Swatow	29.85	758.0	WSW	2	29.98	760.9	E	4
Taiho	29.91	760.2	...	0	29.93	760.2	...	0
Taihu	29.91	760.2	...	0	29.89	759.1	NNE	2
Taiwan	29.91	759.9	NNE	2	29.89	758.9	...	0
Koshun	29.88	758.2	W	2	29.89	759.3	NNE	4
Eweadorre	29.83	756.7	NNE	2	29.89	757.7	E	4
Hong Kong	29.84	757.9	E	4	29.84	757.9	E	4
Gap Rock	29.83	757.7	E	4	29.84	757.9	SSE	2
Macao	29.80	757.0	SE	3	29.80	757.0	...	0
Hoihow	29.88	759.4	...	0	29.88	758.5	...	0
Prata Island	29.71	754.6	SE	6	29.76	755.5	E	4
Phulien	29.70	754.4	SSE	2	29.76	755.5	E	4
Tourane	29.88	758.2	...	0	29.82	757.3	E	2
Cape St. James	29.88	757.9	SE	4	29.84	757.9	...	0
Baco	29.78	756.5	SE	4	29.84	757.9	...	0
Apurri	29.75	756.0	NE	4	29.84	757.9	...	0
Tuguegarao	29.78	756.0	SW	2	29.84	757.9	...	0
Vigan	29.78	756.0	W	4	29.84	757.9	...	0
Manila	29.79	756.7	ENE	2	29.84	757.9	...	0
Legaspi	29.79	756.7	SE	2	29.84	757.9	...	0
Calbayog	29.79	756.7	SE	2	29.84	757.9	...	0
Tacloban	29.78	756.5	S	6	29.84	757.9	...	0
Iloilo	29.77	756.1	NE	4	29.84	757.9	...	0
Cebu	29.77	756.1	NE	4	29.84	757.9	...	0
Surigao	29.75	755.8	...	0	29.84	757.9	...	0
Swamp	11.00	29.80	E	6	29.88	757.7	ENE	2
Guam	12.22	29.80	E	6	29.88	757.7	...	0
Yap	11.00	29.79	ENE	4	29.88	757.7	...	0
Palau	...	...	...	...	29.90	759.4	E	6
Labuan	14	29.95	SW	6	29.90	759.4	...	0

April 8d. 10% 15%.—The anticyclone has dispersed, leaving pressure highest in the Eastern Sea, and relatively low over Indo-China.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 4.87 inches, against an average of 7.29 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON APRIL 9.

Distance	Forecast
A.—Shanghai to Turnabout	Light, variable winds, fair generally.
B.—Turnabout to Hong Kong	Light, variable winds, fair generally.
C.—Hong Kong to Gap Rock	E. winds, moderate; cloudy, fog, mist, or light rain.
D.—Hong Kong to Hainan Straits	E. and S.E. winds, moderate; fair.
E.—North China Sea	E. and S.E. winds, moderate; fair.

O. W. JEFFRIES, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, April 8.

Previous Day	On Date	On Date
at 4 p.m.	at 10 a.m.	at 4 p.m.

Barometer	29.81	29.88	29.83
Temperature	87	71	71
Humidity	91	93	88
Wind	E	ENE	E
Direction	4	2	4
Force	0.01	0.01	0.00
Weather	0.01	0.01	0.00
Rain	0.01	0.01	0.00

Highest open-air Temperature, 7: 68

Lowest open-air Temperature, 8: 67

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing Showers; Q—Squalls; R—Rain; T—Thunder.

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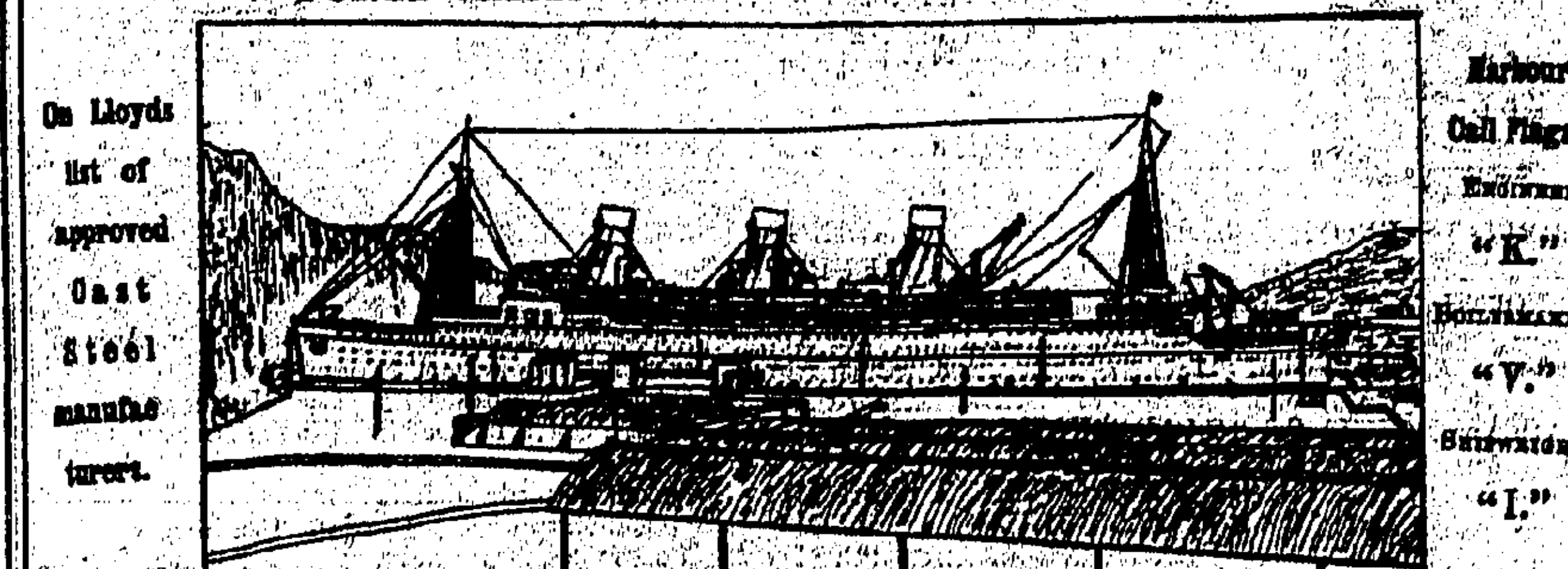
From April 9 to 15, 1932.

Days of Week	Date	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Sat.	9	h. m.	h. m.	h. m.	h. m.
Sun.	10	10 54	8 1	04 20	9 6
Mon.	11	11 13	6 2	04 37	10 8
Tues.	12	11 30	4 3	04 54	11 1
Wed.	13	11 47	2 4	05 11	11 5
Thurs.	14	12 04	0 5	05 28	12 3
Fri.	15	12 21	1 0	05 45	13 1

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In No. 1 Dock—Dims: 688' 0" O.A. x 89' 6" x 49' 6" Mtd.—26,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30' 6" over all, H.W.O.S.T.

Salvage Tug "Henry Keswick," 2,000 L.P.H. Wireless Call Signal: V.P.B.T.

and Flag Call Signal: T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used:—A: A.C. Fifth Edition; Engineering, First and Second Editions.

Victory Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager.

E. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOOSHING"	Sun., 10th Apr., at 10 a.m.
	"CHAKSANG"	Wed., 13th Apr., at 10 a.m.
	"YATSHING"	Wed., 17th Apr., at 10 a.m.
	"NOBYIKEN"	Wed., 20th Apr., at 10 a.m.
SINGAPORE, PENANG & CALOUTTA	"SUISANG"	Tues., 12th Apr., at 3 p.m.
	"BOISANG"	Wed., 20th Apr., at 3 p.m.
Kobe via AMOI, MOJI & OSAKA	"KUTSANG"	Sun., 17th Apr., at 7 a.m.
Kobe via AMOI, YOKOHAMA & OSAKA	"YUENSANG"	Sun., 1st May, at 7 a.m.
SANDAKAN	"HINSANG"	Sun., 10th Apr., at Noon
	"YUSANG"	Tues., 13th Apr., at Noon
	"MAUSANG"	Wed., 27th Apr., at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSHING"	Wed., 20th Apr., at 7 a.m.
SHANGHAI	"HOPSANG"	Tues., 19th Apr., at 10 a.m.
	"HANGSANG"	Fri., 22nd Apr., at 10 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS.

Telephone 30811.

GLEN LINE.

FARE HONG KONG TO LONDON—

1st JUNE/30th NOVEMBER ... 290. 0. 0d.

1st DECEMBER/1st MAY ... 275. 0. 0d.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLONS.

TO SHANGHAI, KORE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENORLE" ... 3rd April

Motor Vessel "GLENBEG" ... 32nd April

Motor Vessel "GLENAPPE" ... 5th May

Motor Vessel "GLENSHIEL" ... 20th May

For Freight, Passage, and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

SUN SHIPPING CO.

MAURITIUS-REUNION

S.S. "CAPE ST. FRANCIS"

SAILS

15th APRIL

Please Apply for Information to

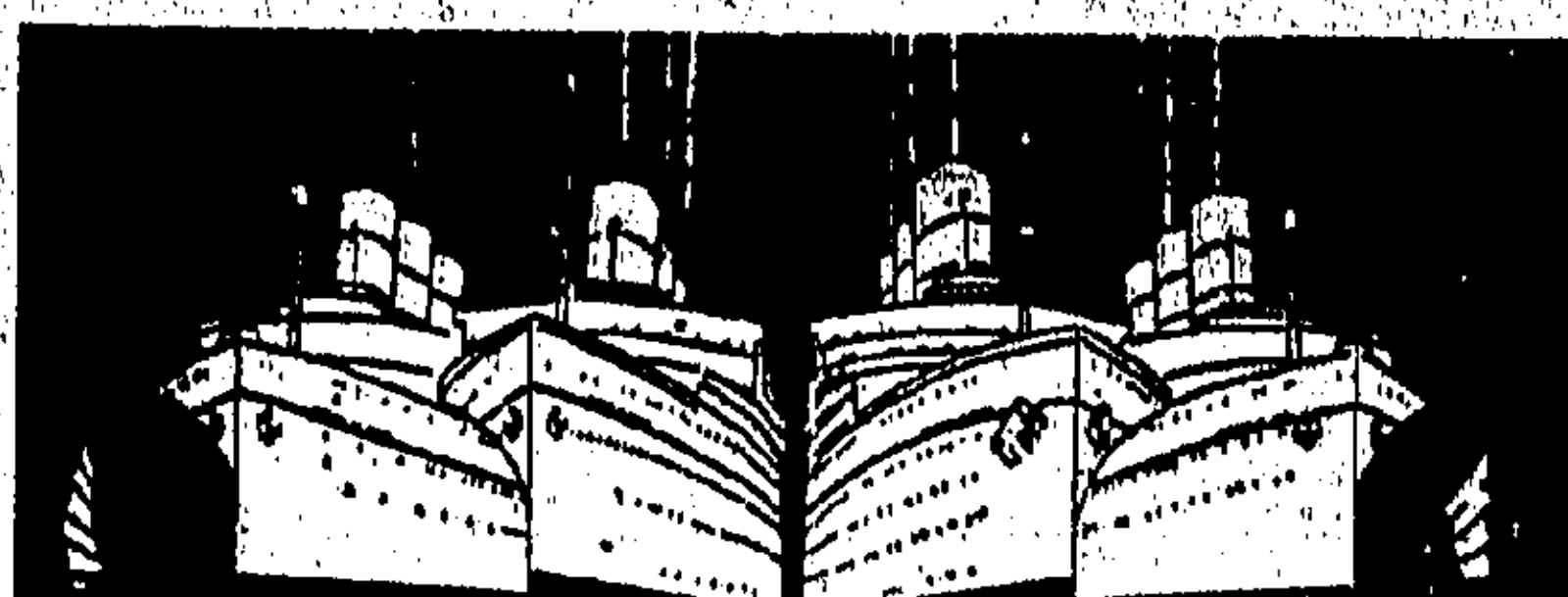
DODWELL & CO., LTD.

AGENTS.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

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ARISTOCRATS OF THE PAC "EMPRESS"

EXCEPTIONAL LOW ROUND TRIP SUMMER FARES

From Hongkong	1st Class	Tourist Cabin
To Honolulu and Return	From \$420	From \$380
To Victoria and Vancouver and Return	\$3510	\$3845

Hong Kong	Shanghai	Nagasaki	Kobe	Tokyo	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Leave	Arrive
Emp. of Russia ... Apr. 22	Apr. 25	Apr. 28	Apr. 30	May 2	May 11	May 24
Emp. of Japan ... May 6	May 9	May 12	May 15	May 18	May 27	June 10
Emp. of Asia ... May 20	May 23	May 26	May 29	June 1	June 10	June 23
Emp. of Canada ... June 3	June 6	June 9	June 12	June 15	June 24	July 7
Emp. of Russia ... June 17	June 20	June 23	June 26	June 29	July 8	July 21
Emp. of Japan ... July 1	July 4	July 7	July 10	July 13	July 22	Aug 5
Emp. of Asia ... July 15	July 18	July 21	July 24	July 27	Aug 6	Aug 19
Emp. of Canada ... July 29	Aug 1	Aug 4	Aug 7	Aug 10	Aug 19	Sept 1
Emp. of Russia ... Aug 12	Aug 15	Aug 18	Aug 21	Aug 24	Sept 3	Sept 16
Emp. of Japan ... Aug 26	Aug 29	Sept 1	Sept 4	Sept 7	Sept 16	Sept 29
Emp. of Asia ... Sept 9	Sept 12	Sept 15	Sept 18	Sept 21	Sept 30	Oct 13
Emp. of Canada ... Sept 23	Sept 26	Sept 29	Oct 2	Oct 5	Oct 14	Oct 27
Emp. of Russia ... Oct 7	Oct 10	Oct 13	Oct 16	Oct 19	Oct 28	Nov 11

HONG KONG—MANILA

EMPRESS OF RUSSIA ... April 14
EMPRESS OF JAPAN ... April 29
For passengers wishing to travel economically on a limited budget to Canada, U.S.A. or Europe, it will be well worth while to ask about the

TOURIST CABIN SERVICE

For further information please apply to—

CANADIAN PACIFIC

Telephone: Passenger 20752. Freight 20042.



REDUCE THROUGH TICKETS TO EUROPE via U.S.A.

VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TAIYO MARU ... Tuesday, 19th Apr.
ASAMA MARU ... Wednesday, 4th May

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HEIAN MARU ... Tuesday, 26th Apr.
HIKAWA MARU ... Tuesday, 24th May

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

YASUKUNI MARU ... Friday, 15th Apr.
HAKONE MARU ... Saturday, 30th Apr.

SYDNEY & MELBOURNE via Manila & Port.
KAMO MARU ... Saturday, 23rd Apr.
KITANO MARU ... Saturday, 28th May

BOMBAY via Singapore, Penang & Colombo.
TOKIWA MARU ... Tuesday, 12th Apr.
CALCUTTA MARU ... Friday, 29th Apr.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINYO MARU ... Tuesday, 18th Apr.

NEW YORK, BOSTON via PANAMA.

LIVERPOOL via Port Said, Beyrouth, Istanbul (Constantinople), Piraeus Genoa & Valencia.

LIMA MARU ... Thursday, 14th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Friday, 15th Apr.

ROBE & YOKOHAMA

FUSHIMI MARU ... Saturday, 16th Apr.
RANGON MARU (Call Moji) ... Wednesday, 20th Apr.
KITANO MARU (Call Nagasaki) ... Friday, 22nd Apr.

For further information, apply to—
NIPPON YUSEN KAISHA,
Telephone 80291. (Private exchanges to all Depots.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Penang, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

G. METZINGER ... 19th Apr.
G. PHILIPPAR ... 28th Apr.
PORTHOS ... 10th May
CHENONCEAUX ... 24th May
ATHOS II ... 7th June
D'ARTAGNAN ... 21st June
ANDER LEBON ... 5th July
FELIX ROUSSEL ... 19th July

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ATHOS II ... 10th May
D'ARTAGNAN ... 24th May
ANDER LEBON ... 7th June
FELIX ROUSSEL ... 21st June
G. METZINGER ... 5th July
ANGERS ... 19th July

We can issue Through Tickets to Europe, Brazil Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKIRK via Haiphong, Oran Le Havre, etc.

For Full Particulars, apply to—
Messageries Maritimes
Telephone 16651.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 12,822 TONS;
THROUGH CARGO
34,180 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo	Through
Arrive	H.K.	Ports
Anhui, Canton	—	145
Singapore	920	—
Chinan, Canton	—	145

British	Cargo	Through
Arrive	H.K.	Ports
Kwaiyang, Bangkok	1,567	—
Glencogle, Middlesbrough	691	5,428
Sunning, Tsingtao	653	754

British	Cargo	Through
Arrive	H.K.	Ports
Glencogle, Vladivostok	—	4,793
New Mathilde, Haiphong	6	1,700
Halvard, Saigon	1,842	—

British	Cargo	Through
Arrive	H.K.	Ports
Chakasang, Tsingtao	355	568
American, Golden Mountain	700	2,167
German, Los Angeles	700	2,167

British	Cargo	Through
Arrive	H.K.	Ports
Alster, Yokohama	1	9,224
Saarbrücken, Hamburg	2,603	1,412
Dutch, Tjipanas	—	2,604

British	Cargo	Through
Arrive	H.K.	Ports
Tjilwong, Batavia	650	345
Japanese, Bandai Maru	610	3,070
Hokodate Maru, Yokohama	193	4,683

British	Cargo	Through
Arrive	H.K.	Ports
Chinese, Tehekam	180	—
Pakhoi	180	—
Total	12,822	34,180

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Saarbrücken, Hamburg	2,603	1,412
Dutch, Tjipanas	—	2,604

ARRIVALS AND DEPARTURES

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:—

British	Arr.	Dep.
British	9	11
American	1	6
German	2	2
Dutch	2	0
Norwegian	1	3
Japanese	2	4
Chinese	4	3
Total	21	23

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar.
North Walk—Wren.
South Walk—Bruce Marazion.
East Walk—Bridgewater, Folkestone, Orpheus, Seaweed.
North Arm—Cumberland.
West Walk—Hermes.
Dock—Tarrant, Whitehall.
Buoy No. 2—Medway and Submarines.
Buoy No. 4—Whitshed, Veteran.
No. 6—Devonshire.
Buoy No. 7—Keppel.
Foreign—U.S. river gunboat Mindanao, U.S. gunboat Helena, U.S. fuel ship Pecos; French river gunboat Argus, French dispatch vessel Marne; Chinese gunboat On Pak.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves.
Kowloon—Gaasterkerk, Saarbrücken.
City of Derby.
Jardine Matheson's—Chakasang, O.S.K.—Canton Maru.

Docks.
Kowloon—Bremerhaven, Yuan Jeng, Limechov, Pleidon, Venezia, Taikoo—U.S. Helena, Breiviken, C. St. Francis, Muney, Gloucester.

Buoys.
No. A5—Tacoma.
No. A7—Chastine Maersw.
No. A9—Tjilwong.
No. A9—Tjilwong.
No. A13—Hakodate Maru.
No. B3—Anhui.
No. B3—Tehekam.
No. B3—Seistan.
No. B11—Fingal.
No. B12—G. Diederichsen.
No. B14—Kiangsu.
No. B16—Chenan.
No. B16—Halvard.
No. B17—Hellas.
No. B21—Kwaiyang.
No. B22—Kiangchow.
No. B23—Hising.
No. B23—Raifuku Maru.
No. B23—Suanna II.
No. B26—Bevorlich.
No. B28—Baron Napier.
No. B29—Tymeric.
No. C1—Boo Lee.
No. C2—Kueichow.
No. C3—Yuan On.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Arr.	Dep.
Anhui (Br.)	Singapore	85
Kwaiyang (Br.)	Bangkok	32
Glencogle (Br.)	Middlesbrough	1
Sunning (Br.)	Tsingtao	643
Glencogle (Br.)	V'tock	20
New Mathilde (Br.)	H'phong	249
Chakasang (Br.)	Tsingtao	13
Saarbrücken (Ger.)	H'burg	8
Tehekam (Chi.)	Pakhoi	6
Total		1,057

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF PITTSBURG" ... Havre, London, Rotterdam & Hamburg ... 14th April
S.S. "CITY OF BAGDAD" ... Havre, London, Rotterdam & Hamburg ... 2nd May

NEW YORK, BOSTON & BALTIMORE—AMERICAN AND MARCHURIAN LINE

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
AMERICAN & ORIENTAL LINE.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 20th April
Loading for Mauritius, Benin, Djibouti, Port, East London, Alagoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Port, Quilmas, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mozambique, Kilindini, Port Moller, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage in any of the above lines apply—
Telephone 27781.

THE BANK LINE, LTD.

P. & O., British India Apar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANON, SYRIA, ADEN, SOFIA, ETC.
PENINSULAR AND ORIENTAL PORTS, NIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"CORFU"	15,000	9th Apr. Noon	Marseilles and London.
"RAWALPINDI"	17,000	23rd Apr.	Bombay, Marseilles and London.
"BANPU"	17,000	7th May	do.
"BOMALI"	6,500	14th May	Bombay, Marseilles and London.
"OHITRAL"	15,000	21st May	do.
"RANCHI"	17,000	4th June	Bombay, Marseilles and London.
"BANGALORE"	6,500	11th June	Bombay, Marseilles and London.
"NALDERA"	16,000	18th June	Bombay, Marseilles and London.
"KANAI-L'HIND"	12,000	2nd July	do.
"BHUTAN"	6,000	9th July	B'bay, Marseilles and London.
"BAJPUTANA"	17,000	16th July	do.
"MANPUA"	11,000	30th July	Bombay, Marseilles and London.
"BOUDAN"	6,800	6th Aug.	do.
"RAWALPINDI"	17,000	13th Aug.	Bombay, Marseilles and London.
"BANPU"	17,000	27th Aug.	Marseilles and London.
"BURDWAN"	6,600	3rd Sept.	Marseilles, London, Havre, B'bg, R'dm, A'warp, & Hull.
"MALWA"	11,000	10th Sept.	Bombay, Marseilles and London.

